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Monday, August 21, 1995

Sravana 30, 1917 (Saka)

LOK SABHA DEBATES (English Version)

Fourteenth Session
(Tenth Lok Sabha)



(Vol. XLIV Contains Nos. 11 to 16)

LOK SABHA SECRETARIAT
NEW DELHI

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CORRIGENDA TO LOK SABHA DEBATES

(English Version)

Monday, August 21, 1995/Sravana 30, 1917 (Saka)

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<u>Col./Line</u>	<u>For</u>	<u>Read</u>
53/9(from below)	Shri Praja Kishore Tripathy	Shri Braja Kishore Tripathy
54/13(from below)	Dr. K.D.JESWANT	Dr.K.D. Jeswani
62/7 } 89/4 } 90/3 }	Dr.Amrit Lal Kalial Patel	Dr. Amrit Lal Kalidas Patel
72/16(from below)	MOU with Malaysia	MOU with Malaysia
83/22 169/16(from below)	The Minister of State in the Ministry of Power (Shrimati Urmilaben Patel):	The Minister of State in the Ministry of Power (Shrimati Urmilaben Chimanbhai Patel):
115/2	Shri Uddhar Barman	Shri Uddhab Barman
128/23	Shri Jeewn Sharma	Shri Jeewan Sharma
225/21	Shri Inderjit Gupta	Shri Indrajit Gupta

**[ORIGINAL ENGLISH PROCEEDINGS INCLUDED IN ENGLISH VERSION AND ORIGINAL HINDI PROCEEDINGS INCLUDED IN HINDI VERSION
WILL BE TREATED AS AUTHORITATIVE AND NOT THE TRANSLATION THEREOF]**

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LOK SABHA DEBATES

LOK SABHA

Monday, August 21, 1995 / Sravana 30, 1917 (Saka)

*The Lok Sabha met at one minute past
Eleven of the Clock*

[MR. SPEAKER *in the Chair*]

....(Interruptions)

[Translation]

SHRI RAM VILAS PASWAN (Rosera) : Condolence should be held first. The tragedy that took place in Firozabad is very painful. You are requested that keeping in view the sentiment of the house, condolence may be held first and thus zero hour should be suspended to discuss it.

DR. KARTIKESHWAR PATRA (Balasore) : Condolence should be held in the House.

[English]

MR. SPEAKER : I agree with you. I will read out the Condolence Motion and let us pass it. Let us stand in silence for two minutes, then I propose to suspend the Question Hour. The Statement will be made by the Minister and immediately we will start a discussion on it.

11.01½ hrs

RAILWAY ACCIDENT NEAR FIROZABAD

[English]

MR. SPEAKER : It is with deep anguish that we have learnt about the train accident near Firozabad between the Purushottam Express and the Kalindi Express. All the members of the House join me in paying condolences to the bereaved families of the deceased and sympathies to the injured and urge upon the Government to render all possible succour to those who have suffered in this sad tragedy.

May I request the Members to stand in silence, please.

11.02 hrs

The Member then stood in silence for a short while.

MR. SPEAKER : Please take you seats.

I have suspended the Question Hour.

11.03 hrs

WRITTEN ANSWERS TO QUESTIONS

[Translation]

Power Generation and Demand

*241. SHRI ARJUN SINGH YADAV :

SHRI GUMAN MAL LODHA :

Will the Minister of POWER be pleased to state:

(a) whether the quantum of generation of power varies from region to region in the country;

(b) whether the generation of power in certain regions of the country is more than their requirements;

(c) if so, the details thereof;

(d) whether the Government have identified such regions wherein generation of power is less than their requirements;

(e) if so, the details thereof;

(f) whether Government have formulated any scheme to inter-link the grids of those regions; and

(g) if so, the details of the scheme and the time by which it is likely to be done?

THE MINISTER OF POWER (SHRI N.K.P. SALVE) :

(a) Yes, Sir.

(b) No, Sir.

(c) Does not arise.

(d) and (e) Energy requirement and availability varies from region to region. Region-wise energy requirement, availability and shortages during April 1995-July, 1995 are as per details given below :-

POWER SUPPLY POSITION

(Figures in MU net)

	Requirement	Availability	Shortage	% Shortage
Northern Region	38603	36215	2388	6.2
Western Region	39352	38004	1348	3.4

Southern Region	33340	28632	4708	14.1
Eastern Region	14145	12479	1666	11.8
North-Eastern Region	1445	1169	276	19.1
All India	126885	116499	10386	8.2

(f) and (g) Action has already been initiated for the formation of a National Power Grid involving inter-connection of regional grids to facilitate exchange of power across various regions in the country depending on the availability of power and to make optimum utilisation of the available generation capacity in the country. The details of the Schemes for integrating the Regional Grids into a National Grid are as follows :-

- (i) 500 MW HVDC Back to Back transmission link at Vindhyachal connecting Northern and Western Regions already exists (Approximate cost Rs. 146.33 crores).
- (ii) 1000 MW HVDC Back to Back station at Chandrapur connecting Southern and Western Regions is under execution and expected to be commissioned in 1997-98 (Approximate cost Rs. 900.28 crores).
- (iii) 500 MW HVDC Back to Back link at Vishakhapatnam connecting Eastern and Southern Regions has also been approved for commissioning during 1998-99 (Approximate cost Rs. 659.98 crores).
- (iv) 500 MW HVDC Back to Back Mau-Biharshariff project has also been planned to connect Eastern and Northern Regions for commissioning during 9th Plan (Approximate cost Rs. 556.31 crores).
- (v). (Other major links would be planned alongwith future generating projects.)

[English]

Statue of Mahatma Gandhi

*242. SHRI DEVENDRA PRASAD YADAV : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether members of Urban Art Commission have represented to the Government against the move to erect a statue of Mahatma Gandhi at the Central Vista between India Gate and National Stadium;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF URBAN AFFAIRS AND EMPLOYMENT (SHRIMATI SHEILA KAUL) : (a) Two

members of the Delhi Urban Art Commission in their individual capacities have written expressing their opposition to any proposal to install the Statue of Mahatma Gandhi anywhere in the Central Vista area.

(b) The grounds given by them for raising this objection are as under :-

- (i) Gandhiji himself was averse to commemorative statues.
- (ii) Gandhiji disliked the Kingsway (Now Rajpath), for him it was a blatant statement of an imperial power.
- (iii) The Central Vista from Rashtrapati Bhawan to India Gate and the Canopy, which is one of the finest pieces of urban design for any city in the world, provides a mystical visual link from the Raisina Hill Complex to Purana Qila and the River Yamuna. It forms part of Delhi's great heritage.
- (iv) The Central Vista, including India Gate should be preserved in its original form and ambience.

(c) No site has yet been finalised by the Government for the installation statue of Mahatma Gandhi.

Acquisition of Land by VSP

*243. DR. K.V.R. CHOWDARY : Will the Minister of STEEL be pleased to state :

(a) the area of land acquired and being actually used by Visakhapatnam Steel Plant (V.S.P.);

(b) whether the Government propose to make use of the unused land also;

(c) if so, the details thereof; and

(d) the progress made with regard to the rehabilitation of persons displaced and affected following the acquisition of land by Visakhapatnam Steel Plant?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV) : (a) to (d). The areas of land acquired and utilised by Visakhapatnam Steel Plant are as detailed below :

Land acquired	21655 acres
Land Utilised	17735 acres
Balance to be utilised out of acquired land	3920 acres

Visakhapatnam Steel Plant will require the balance acquired area for the following purpose :

- | | |
|---|------------|
| i) Future expansion, stock yard etc. | 721 acres |
| ii) Expansion of Township | 1359 acres |
| iii) Green Belt (As per stipulation of Ministry of Environment) | 1840 acres |

Ministry of Environment)

Total : 3920 acres

On the land measuring 2080 acres earmarked for future expansion of plant and township and related facilities as at items (i) and (ii) above, afforestation programme is progressively being taken up till the actual expansion of the plant.

The rehabilitation of persons displaced on account of acquisition of land for VSP is basically the responsibility of the state Government of Andhra Pradesh. As per the information provided by the State Government, a total of 14563 families have been displaced on account of acquisition of land for VSP. Out of these, 14188 families have been rehabilitated in the rehabilitation colonies set up by Government of Andhra Pradesh at Pedaganeyeda, Aganampudi, Vadlapudi and Duvvada.

Moreover, as per agreement between the State Government of Andhra Pradesh and the RINL, 5000 displaced persons are to be given employment by VSP. On date 6241 have been given direct employment in the VSP plant by RINL.

Besides this, on the request of State Government, VSP committed to share a part of rehabilitation expenses at the rate of Rs. 1750/- per family displaced. This amount becomes payable upon confirmation of Rehabilitation Card by the State Government. So far the State Government has confirmed 10480 R-Cards and has consequently asked for Rs.1,83,47,000/- against which the VSP has already paid Rs.2 crores to the State Government of Andhra Pradesh.

Deep Sea Fishing

*244. SHRI K. PRADHANI :

SHRI SULTAN SALAHUDDIN OWAISI :

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

(a) whether the Union Government held a meeting with the leaders of agitated fishermen on allowing deep sea fishing by foreign vessels;

(b) whether the leaders of agitated fishermen had submitted a number of proposals in this regard;

(c) if so, the main points discussed in the meeting;

(d) Whether any concrete proposal has been worked out to help small and medium fishermen in the country ; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSINGS INDUSTRIES (SHRI TARUN GOGOI): Statement referred to in reply to Lok Sabha Starred Question No. 244 for reply on 21.8.1995.

(a) Yes, sir.

(b) Yes, sir.

(c) The main points discussed and decided in the meeting are indicated in statement-I.

(d) and (e) The information is furnished in statement-II.

STATEMENT- I

Points discussed and decided in the meeting held on 18th May, 1995 with the agitating fishermen and MP's.

- Permits for leasing will not be renewed after their present term expires.
- No fresh licence or extensions to Bull Trawlers will be given.
- The serviceability condition in joint venture vessels will be strictly enforced.
- The Review Committee will be expanded to include Members of Parliament from coastal States and representatives of the traditional fishermen and of the Associations representing the mechanised and deep sea fishing vessels as well as NFAC and also the scientists from CMFRI.
- The approval for joint venture operation in deep sea fishing would be valid only during the serviceable life of the vessels.
- In chartering, only the allowable extension will be given in the case of existing approvals, no new charters will be permitted.
- If joint venture companies do not implement their projects within the stipulated period, the licence given to them would be cancelled and no extension would be given.
- The terms of reference of the Review Committee would be suitably amended, keeping in view the suggestions given by NFAC.

STATEMENT- II

Some of the schemes under implementation for development of coastal and marine fisheries to help small and medium fishermen.

- Motorisation of traditional craft.
- Introduction of Plywood craft.
- Introduction of intermediate craft for exploitation of offshore pelagic fishery resources.

4. Reimbursement of Central Excise duty on HSD oil supplied to mechanised fishing vessels below 20 M overall length.
5. Enforcement of Marine Fishing Regulation Act & setting up of Artificial reefs and sea farming projects.
6. Infrastructure Development at major & minor ports for marine fisheries.
7. Welfare programmes for fishermen.
8. Fisheries training and extension.
9. Plan assistance to co-operatives for setting up units for preservation and processing of fish.

[Translation]

Loss of Power in Transmission

*245. SHRI KHELAN RAM JANGDE : Will the MINISTER OF POWER be pleased to state:

(a) Whether the Central Pollution Control Board has given a suggestion to adopt any technique through which loss of power could be prevented to a greater extent;

(b) Whether the Government have conducted any study to prepare some strategy to check the loss of power during transmission and distribution;

(c) if so, the details thereof;

(d) the steps taken or proposed to be taken to implement the same; and

(e) the efforts being made to carry on research and development for reducing the cost of power generation so that electricity could be provided to the consumers at cheaper rates?

The Minister of Power (SHRI N.K.P. SALVE) : (a) No technique as such has been suggested in the Report of the Central Pollution Control Board for preventing loss of power. The Board has however made some suggestions of a general nature for reducing the transmission and distribution losses.

(b) to (d) The monitoring of the performance of the power sector including transmission and distribution losses is a continuous process. Guidelines have been issued to the State Electricity Boards to carry out systems improvement schemes, installation of capacitors, conduct energy audits and to take measures to prevent pilferage and theft of power.

(e) Improving the efficiencies in the thermal power plant and reducing cost of generation is an on-going exercise. Various measures include improving the plant load factor, better operation and maintenance practices to reduce forced outages, coal beneficiation etc. to improve overall performance of power stations, to reduce cost of generation.

Power Traff

*246. DR. CHINTA MOHAN:

SHRI NITISH KUMAR:

Will the Minister of POWER be pleased to state:

(a) Whether the Eastern Region Electricity Board has decided to increase the power tariff per unit for the sale of electricity in inter-regions;

(b) if so, the details thereof;

(c) Whether the tariff of electricity in other regions in the country for the purpose of inter-region sale is less than Rs. 2.05 per unit;

(d) if not, the minimum and maximum tariff of electricity for inter-region sale in the country; and

(e) Whether the Government have assessed the cost of electricity generation in various regions in the country and if so, the maximum and minimum cost thereof?

THE MINISTER OF POWER (SHRI N.K.P. SALVE) : (a) No, sir.

(b) in view of (a) above, does not arise.

(c) and (d) The present tariff of electricity for inter-region transfer of power in the country is as follows:-

	Paise/Kwh
Eastern to Southern	- 154.00
Eastern to North-Eastern	- 130.00
Between Western and Southern	- 85.00
Between Northern and Western	- Weighted average

Cost of generation of Korba (47.64 Paise Per Kwh) and Singrauli (62.31 Paise Per Kwh)

(e) Cost of generation of each power section is different, therefore, the question of determining the cost of generation in each region does not arise.

[English]

Subsidy on Imported Urea

*247. SHRI AMAL DATTA : Will the Minister of CHEMICALS AND FERTILIZER be pleased to state:

(a) Whether the Government provides subsidies only for imported urea and not on indigenously produced urea and complex fertilizers containing nitrogen (n);

(b) Whether this has led to a decrease in the production of complex fertilizers; and

(c) The steps proposed to be taken by Government to rectify this situation?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI RAM LAKHAN SINGH YADAV) : (a) Since urea is

the only fertilizer under statutory price control, the scheme of subsidy is at present applicable to indigenously manufactured and imported urea.

(b) and (c) Following the decontrol of phosphatic and potassic fertilizers, there was a sharp increase in their prices, resulting in lower off-take and production cut-backs. To cushion the impact of increase in prices of the decontrolled fertilizers, Government has been giving a special concession at the rate of Rs.1000/- per tonne on imported Muriate of potash (MOP) and indigenous DAP and a proportionate concession in respect of other complex fertilizers. The following measures have also been taken with a view to encouraging domestic production.

- (i) Customs duty was abolished w.e.f. 27.8.1992 on import of phosphoric acid, a raw material for manufacture of DAP;
- (ii) Customs duty on import of capital goods for setting up new plants and modernisation of the existing units, was abolished w.e.f. 23.9.1992;
- (iii) A scheme was announced in February, 1993 for 3% concession in the interest rates on the term loan raised from the financial institutions or Government;
- (iv) Railway freight was reduced w.e.f. 5.9.1992 in respect of phosphatic and potassic fertilizers and their raw materials.

During 1994-95, indigenous production of phosphatic fertilizers has recorded an increase of 37.3% over the previous year.

[Translation]

Export of Steel

*248. SHRI RAJENDRA KUMAR SHARMA:

SHRI SURYA NARAYAN YADAV:

Will the Minister of STEEL be pleased to state:

- (a) whether advance licence system based on price has been introduced to promote the export of steel;
- (b) if so, the names of the commodities on which this scheme has been introduced;
- (c) the percentage of export of steel increased by the introduction of this system; and
- (d) the target fixed for the export of steel during the current year and the target achieved in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV) : (a) Under the duty exemption scheme, which aims at stimulation of export including that of steel, value based and quantity based advance licences are issued.

- (b) Value based advance licences are issued only in

cases where input-output norms have been standardised and published. Where input-output norms for steel items are contained in the Handbook of Procedures 1992-97 (Vol.2), under the heading "Engineering Products". Quantity based advance licences are also issued on the basis of these norms.

Quantity based advance licences may also be issued for any category of steel for which input-output norms have not yet been standardised.

(c) Export of steel depends upon several factors such as demand in the domestic and international markets, prevailing domestic and international prices, incentives available for exports including advance licensing scheme, etc. It is, therefore, not possible to indicate the increase in export due to the introduction of advance licensing scheme.

(d) The projected export of saleable steel during 1995-96 is 15.40 lakh tonnes. The export during April to June '95 was about 3.30 lakh tonnes.

Delicensing of Petrochemical Sector

*249. DR. P.R. GANGWAR : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

- (a) whether the Government have decided to delicense the Petrochemical sector;
- (b) if so, since when and the reasons therefor; and
- (c) the number of units delicensed so far and the number of units likely to be delicensed?

THE MINISTER OF CHEMICALS AND FERTILIZERS (SHRI RAM LAKHAN SINGH YADAV) : (a) to (c) Under the new industrial policy announced by Government in July, 1991, the petrochemical industry has been, by and large, delicensed, except 13 items (list given in the statement attached), whose manufacture involves hazardous processes. In respect of new projects for manufacture of articles not covered by compulsory licensing or their substantial expansion, the industrial undertakings are required to file a memorandum in the prescribed form to the Secretariat for Industrial Approvals (SIA) in the Ministry of Industry.

There is no proposal under consideration to delicense any more petrochemical item.

STATEMENT

List of petrochemical items requiring industrial licences

1. Ethylene
2. Propylene
3. Butadiene
4. Benzene
5. Toluene

6. Ortho-xylene
7. M-Xylene
8. Para-Xylene
9. Mixed xylene isomers
10. Mono Ethylene Glycol (Ethanediol)/Ethylene Oxide
11. Low Density Polyethylene (having a specific gravity of less than 0.94)
12. Poly Carbonates (Phosgene Bases)
13. Poly Methyl Methacrylates (Hydrocynic acid based)

World Bank Loan to SEBs

*.250. SHRIMATI SHEELA GAUTAM :

SHRI RAJVEER SINGH :

Will the Minister of POWER be pleased to state :

(a) whether the World Bank has reviewed its policies pertaining to granting of loans to the State Electricity Boards;

(b) if so, the total amount of World Bank loan outstanding against each Electricity Board at present and whether the loan has been repaid regularly;

(c) the names of the State Electricity Boards who have not yet repaid the loan ; and

(d) the number of proposals sent to the World Bank for granting fresh loans by the various State Electricity Boards and present position in this regard?

THE MINISTER OF POWER (SHRI N.K.P. SALVE) :

(a) The World Bank has since August, 1992 not sanctioned any new term loans to State Electricity Boards for power projects.

(b) The following projects of State Electricity Boards are receiving World Bank assistance as per details given below :-

Name of Project	SEB	Amount sanctioned	Amount utilised	Undrawn balance
(In US \$ Million)Till 31.5.1995				
Maharashtra Power Project (Koyana-IV)	MSEB	354.000	158.660	215.340
Second Maharashtra Power Project (Chandrapur)	MSEB	350.000	43.136	306.864

(c) No State Electricity Board is defaulting in its repayment of loans to the World Bank for any power project.

(d) Orissa Power Restructuring Project has been submitted to the World Bank for financial assistance. It has since been appraised by the World Bank.

Western Coast National Highway

*251. SHRI SOMJIBHAI DAMOR :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the total length of Western Coast National Highway;

(b) the amount allocated for this highway during the last three years and the amount spent so far out of it; and

(c) the time by which construction of this highway is likely to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) There is no Western Coast National Highway. However, National Highways along the western coast total to a length of 1947 km.

(b) and (c) Do not arise in view of (a) above. However, during the last three years, an expenditure of Rs.526 crores has been incurred against an allocation of about Rs.518 crores, for development of the National Highways in the States of Gujarat, Maharashtra, Goa, Karnataka, Kerala and Tamil Nadu which include the National Highways along the western coast.

Ship Repair Facilities at Ports

*252. SHRI DHARMANNA MONDAYYA SADUL

SHRIMATI DIPIKA H. TOPIWALA :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government are considering to set up ship repair facilities at various ports in the country as reported in the 'Hindustan Times' dated July 20, 1995;

(b) if so, the details thereof, portwise;

(c) the time by which the said facilities are likely to be set up alongwith the details of funds allocated, if any, for the purpose, portwise;

(d) whether any agreement has been reached with same foreign/Indian firms in this regard;

(e) if so, the details thereof, portwise;

(f) whether any financial assistance is likely to be provided by Asian Development Bank in this regard; and

(g) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Yes, Sir, the Government has decided to set up ship repair

facilities at various ports in the country in the private sector.

(b) The details of the ship repair facilities established in the private sector are as under :

- (i) At Calcutta Port :- Two dry docks have been leased out at Netaji Subhas Docks to M/s. Chokhani Shipyard (Bengal) Ltd. on long term basis;
- (ii) At Madras Port :- The land and waterfront area has been leased out to M/s. Chokhani International Ltd. for a floating dry dock; and
- (iii) At Mormugao Port :- Land and waterfront area has been leased out to M/s. Western India Shipyard Ltd. for one floating dry dock and three wet repair berths.

(c) to (e) Since these facilities as aforesaid have been/are being created in the private sector, no public funds have been allocated by the Government for this purpose. The facilities at Calcutta and Madras Ports are already under operation and the facilities at Mormugao Port are likely to be commissioned by October, 1995. An MOU has been signed by Calcutta Port Trust with M/s. Chokhani Shipyard (Bengal) Ltd. and an agreement has been signed by the Madras Port Trust & Mormugao Port Trust with M/s. Chokhani International Ltd. and M/s. Western India Shipyard Ltd. respectively for lease of land and waterfront area.

(f) No, Sir.

(g) Does not arise.

[Translation]

Setting up of SEB in Delhi

*253. SHRI NAWAL KISHORE RAI :

DR. MAHADEEPAK SINGH SHAKYA :

Will the Minister of POWER be pleased to state :

(a) whether the Government of Delhi has submitted any proposal to set up State Electricity Board in Delhi;

(b) if so, the outlines of the proposal;

(c) the reasons for setting up of a Delhi Electricity Board substituting Delhi Electric Supply Undertaking;

(d) whether the Union Government have taken any decision in this regard;

(e) if so, the details thereof; and

(f) if not, the reasons for delay?

THE MINISTER OF POWER (SHRI N.K.P. SALVE) : (a) Delhi State Government did write from time to time that a Board under the Electricity Act be formed for Delhi.

(b) to (f) In view of the all-round poor performance of DESU for the past several years, there is a proposal under consideration to constitute an Electricity Board for Delhi by the Government of India. The Board when formed will function within the purview of the Electricity Supply Act. The actual formation of the Board and the modalities for its functioning would depend upon the completion of legal and administrative formalities in the matter which have not been finalised.

[English]

Pollution Control for Thermal Power Plants

*254. SHRIMATI KRISHNENDRA KAUR (DEEPA):

SHRIMATI MAHENDRA KUMARI :

Will the Minister of POWER be pleased to state :

(a) whether any study has been conducted on pollution control for the Thermal Power Plants;

(b) if so, the outcome thereof; and

(c) the details of requirement prescribed for compliance with minimum national standard as communicated to the Central Electricity Authority?

THE MINISTER OF POWER (SHRI N.K.P. SALVE) :

(a) Yes, Sir.

(b) As a result of the studies, Pollution control works have been included in the Renovation and Modernisation programme under the Seventh and Eighth Plan period and the progress on these works is regularly monitored by the Central Electricity Authority.

(c) The minimum national standards for pollution control have been notified by the Ministry of Environment & Forests from time to time. These include inter alia standards for particulate matter emissions, stack height for limits, Ash pond effluents, cooling tower and boiler blow dome and condenser cooling waters.

Bypasses on National Highway-47

*255 SHRI A. CHARLES :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the year during which decision was taken for the construction of the bypass from Kazhakoottam to Parassala on National Highway-47;

(b) the progress made in this project so far with amount spent on the project, year-wise;

(c) the present stage of the work; and

(d) the steps being taken for the completion of the work during the Eighth Plan Period?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) 1976, Sir.

(b) and (c) Upto March 1995, a sum of Rs.16.72 Crores has been spent. The work is being taken up in phases. The work under Phase-I i.e. Chainage 0 to 20500 is in progress and is at different stage except the work for a length of 4.65Km from Chainage 5600 to 5750 and Chainage 6119 to 10617, for which the estimate is under process. Land acquisition for a length of 2 Kms i.e. Chainage 20500 to 22500 is in progress and the estimate for land acquisition for the remaining reach i.e. from Chainage 22500 to 43650 is awaited from the State PWD.

(d) Provision for land acquisition has been made in the VIII Five Plan. It is too early to indicate the steps taken for the completion of the work.

Hydro Energy

*256. PROF. UMMAREDDY VENKATESHWARLU: Will the minister of POWER be pleased to state :

(a) whether any proposal has been received from private parties to produce hydro-energy on River Godavari;

(b) if so, the details thereof;

(c) whether the Government have explored any such avenues to use the Godavari water in Southern States; and

(d) if so, the details thereof?

THE MINISTER OF POWER (SHRI N.K.P. SALVE) : (a) No, Sir.

(b) Does not arise.

(c) and (d) the Government of Andhra Pradesh is contemplating a multipurpose project across Godavari near Polavaram which would include a 720 MW hydro power project.

New Passport Offices

*257. SHRI CHHITUBHAI GAMIT :

DR. KRUPASINDHU BHOI :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the Government have any proposal to expand the network of passport offices during Eighth Plan;

(b) if so, the places selected in different States for the opening of new passport offices and the progress made in this regard;

(c) whether any new Passport Office is proposed to be opened in the States; and

(d) if so, the details thereof?-

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) to (d) The Government does not have any proposal under consideration to expand the network of passport offices during Eighth Plan. The opening

of new passport offices is based on certain parameters including work load and resources available. The opening of new passport offices does not itself improve the services until the necessary infrastructure and personnel are available. The Government is, therefore, concentrating on clearing the backlog of pending applications and trying to cut down on delays in issuing passports and streamlining and simplifying procedures.

National Highway Authority of India Act, 1988

*258. SHRI MOHAN RAWALE : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government propose to amend present National Highway Authority of India Act, 1988 to attract the private entrepreneurs in build-operate transfer scheme;

(b) if so, the details thereof; and

(c) the time by which the Act is likely to be amended?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) No, Sir.

(b) and (c) Do not arise.

[Translation]

Salaries to DTC Employees

*259. DR. LAL BAHADUR RAWAL :

SHRI SURENDRA PAL PATHAK :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the employees of Delhi Transport Corporation have not been paid their salaries, bonus and D.A. arrears during the recent past;

(b) if so, the reason therefor; and

(c) the steps taken/proposed to be taken by the Government to pay the above perks to the employees in time?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) and (b) No, Sir. The salaries are paid to the workers of the Delhi Transport Corporation. However, due to paucity of funds, the employees have not been paid Interim Relief and DA arrears.

(c) The Government has taken various measures to provide funds for timely payment of salaries etc. to the employees of DTC.

[English]

Bilateral Relations with China

*260. SHRI GOPI NATH GAJAPATHI : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the steps taken by the Government to establish strong bilateral relations with China during the last one year;

(b) whether the Government have held high level discussions with that country in this regard;

(c) if so, the details and the outcome thereof; and

(d) the details of steps being taken to resolve the border issue between the two countries?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) to (d). During the last one year, Government have continued their efforts to work towards the goal of establishing a long-term, stable and good neighbourly relations with China. Steps taken by Government include, *inter alia*, the following :

- a) India and China have maintained the momentum of high-level visits. During the last one year, the Vice President, Home Minister, Health Minister and other Indian Ministers visited China, while visitors from China included Ministers for Defence, Supervision and Labour. During these visits, the two sides exchanged views on bilateral and other issues of mutual interest. Agreements on the avoidance of double taxation, resumption of banking relations and health cooperation were concluded.
- b) Government have worked with the Chinese Government to actively promote expansion of bilateral trade and economic cooperation. The two sides have, for instance, sought to remove institutional bottlenecks by signing agreements on the avoidance of double taxation and the resumption of banking links. Efforts have also been made in the India-China Joint Economic Group to promote economic cooperation in new areas.
- c) The two countries have taken steps to promote functional exchanges in a wide spectrum of areas, ranging from space science to sericulture. Cultural exchanges have also been promoted under a bilateral cultural exchange programme.
- d) The two countries have continued their discussions in the Joint Working Group (JWG) to seek a fair, reasonable and mutually acceptable settlement of the boundary question. They are also implementing the Agreement on the Maintenance of Peace and Tranquillity along the Line of Actual Control in the India-China Border Areas, which was signed in September 1993. Further measures under this Agreement are being worked out in the JWG and the India-China Expert Group. The JWG met in July 1994 while the Expert Group held its third session in March 1995.

Enquiries Conducted by Directorate of Estates.

2398. SHRI RAJNATH SONKAR SHASTRI : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether the Directorate of Estates conduct enquiries in the absence of the allottees of the accommodation without disclosing their identity and the reasons for such an enquiry;

(b) if so, the steps taken to desist from such activities henceforth; and

(c) the number of such enquiries conducted during June and July 1995 giving the details thereof and the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) and (b) Enquiries into subletting are normally conducted during office hours by two gazetted officers of the Directorate of Estates. The occupant of the house can ask for identity of the officials in the event of any doubt.

(c) The number of inspections conducted during June and July, 1995, are 98 out of which 53 cases of subletting have been identified.

Multilateral Security Regime

2399. SHRI SANT KUMAR MANDAL : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether India may not be included in any multilateral security regime as it has not signed the Nuclear Non-proliferation Treaty (NPT), according to a senior U.S. Official in Washington, as reported in the "Business Standard", New Delhi, dated July 14, 1995; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) Government has noted the statement of the US Under Secretary of State for International Security to that effect.

(b) Government's position that India will not sign the NPT is well known and remains unchanged.

Discussions with China to Reduce Defence Forces

2400. SHRI RAM NAIK : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether discussions with China are in progress to reduce the armed forces on India-China border;

(b) if so, the particulars thereof; and

(c) the progress made in the matter so far?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) Yes, Sir.

(b) and (c) The India China Border Peace and Tranquility Agreement signed on 7th September 1993 during Prime Minister's visit to China stipulates that India and China shall reduce their military forces along the Line of Actual Control. In pursuance of the Agreement an India China Expert Group was formed in December 1993 to assist the India China Joint Working Group to discuss questions of troop reductions and other confidence building measures. It has met thrice in February 1994, April 1994 and March 1995 and its work is proceeding according to schedule.

Assistancem to Morocco

2401. SHRI INDRAJIT GUPTA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the details of assistance being rendered by the Government to Morocco;

(b) the details of Indian experts deputed or sent to Morocco during the last one year for assisting the authorities there in different fields of activities;

(c) whether it is a fact that Government have not been active enough to quicken the execution of bilateral understanding; and

(d) if so, the facts and reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SALMAN KHURSHEED) : (a) : Government of India have gifted six solar cookers to the Government of Morocco for field testing purposes.

(b) Government deputed an Indian expert on solar cookers to visit Morocco from December 25, 1994 - January 1, 1995 to give advice on the use of solar energy for cooking.

(c) No, Sir.

(d) Does not arise.

Cooperative Group Housing Societies

2402. SHRI A. INDRAKARAN REDDY : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) the number of Cooperative Group Housing Societies which have applied for completion certificates so far in Delhi;

(b) the number of group housing societies among them given completion certificates by DDA so far;

(c) whether a large number of Cooperative Group Housing Societies could not apply for completion certificates for fear of harrasment by D.D.A.; and

(d) if so, the steps Government intends to take to simplify the rules to help Cooperative Group Housing Societies in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) 235 Cooperative Group Housing Societies in Delhi have applied for issue of completion certificates/provisional occupancy certificates.

(b) DDA have issued completion certificates to 11 societies and provisional occupancy certificates to 95 societies.

(c) and (d) No, Sir. In order to facilitate quick disposal of such cases, One Window Cell where officers of concerned departments are available has been functioning on 2nd and 4th Friday of each month. No prior appointment is needed in the case of any society to represent its case in this Cell.

Un Membership to Yugoslavia

2403. SHRI MANIKRAO HODLYA GAVIT : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Federal Republic of Yugoslavia has sought India's help in regaining its membership of the UN and the Non-Aligned Movement and lifting of all economic sanctions imposed on it by the UN Security Council; and

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

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SALMAN KHURSHEED) : (a) The Federal Republic of Yugoslavia have sought India's support for its participation at the meetings of the Non-Aligned Movement. It has also sought India's support in regard to the lifting of economic sanctions imposed by the United Nations Security Council, of which India is not a member at the present time. It has, however, not approached India with regard to its membership of the United Nations.

(b) Government of India understand the position and concerns of the Federal Republic of Yugoslavia. However, the questions of its participation in the Non-Aligned Movement and other international bodies will have to be approved by those bodies.

[Translation]

Conference of Comprehensive Test Ban Treaty

2404. SHRI SUSHIL CHANDRA VARMA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) : whether India participated in the recent conference on Comprehensive Test Ban Treaty (CTBT) held in Geneva;

(b) if so, the details thereof and the outcome of the conference;

(c) the place and date of previous conference on CTBT;

(d) the stand of India on the views expressed by nuclear countries during the conference;

(e) whether India expressed its views on China's recent underground nuclear test and on French decision to resume nuclear tests during the conference; and

(f) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) to (d). The Conference on Disarmament (CD) at Geneva is the sole multilateral negotiating body on disarmament issues. In January, 1994, an Ad hoc Committee was established to negotiate a CTBT. India has been actively participating in the ongoing negotiations. India has consistently maintained the CTBT should be comprehensive, universal, non-discriminatory and effectively verifiable.

(e) and (f) In a statement issued on 30 June 1995, the group of non-aligned members of the CD, called the G-21, of which India is a member, expressed its extreme disappointment on these developments and, inter-alia, urged the nuclear weapon states to observe a moratorium on nuclear testing during the CTBT negotiations and until the entry of the CTBT.

Inland water Transport Facility

2405. SHRI J. CHOKKA RAO : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government have received any proposal from the Government of Andhra Pradesh in regard to linking of Kakinada with Madras through Buckingham Canal in order to improve inland water transport facilities;

(b) if so, whether the Government have given its approval to the project;

(c) if not, the time by which the project is likely to be cleared;

(d) the estimated cost of the project; and

(e) the financial assistance likely to be provided by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) to (e) A Centrally Sponsored Scheme for the improvement of Buckingham Canal, Commamur Canal, Eluri Canal and Kakinada Canal, was submitted by the Government of Andhra Pradesh in 1988. The matter was examined in consultation with the State Governments of Andhra Pradesh and Tamil Nadu. Ultimately, it was decided by the Inland Waterways Authority of India (IWI) to carry out the techno-economic feasibility study on the entire canal system connecting Kakinada and Madras which includes Kakinada, Eluru, Commamuru and the Buckingham Canal. The field study had already been completed and the IWI's Consultants, RITES have since submitted the draft report.

A decision on the development of this canal system, estimated cost of the project and the financial assistance to be provided by the Government, would depend on the findings of the techno-economic feasibility study.

Dredgers at Ports

2406. SHRI MULLAPPALLY RAMCHANDRAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Beypore port in Calicut and the major port at Cochin have dredgers;

(b) if so, whether these dredgers are being used to their full capacity; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) The Beypore port in Calicut being a minor port is under the control of the Government of Kerala. The major port at Cochin has two dredgers.

(b) and (c) Dredger 'Nehru Shatabdi' being a new Dredger is being utilised to its full capacity in 2 shifts of 12 hours each, whereas the other dredger 'Bolghatty' being old is utilised to its full possible capacity in one shift of 8 hours.

Urban Micro Enterprises Scheme

2407. SHRI PAWAN KUMAR BANSAL : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) the details of targets fixed under the scheme for Urban Micro Enterprises during each of the last three years State-wise; and

(b) the number of beneficiaries and the amount released to them during the corresponding period?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) The details are given in statement-I attached.

(b) The details are given in statement-II attached.

STATEMENT - I
NEHRU ROZGAR YOJANA
TARGETS FIXED UNDER SCHEME OF URBAN MICRO ENTERPRISES
(SUME) DURING THE YEARS 1992-93, 1993-94, 1994-95
(BENEFICIARIES TO BE ASSISTED)

S.NO.	NAME OF STATE/UT	1992-93	1993-94	1994-95
1.	ANDHRA PRADESH	8,645	14,890	10,050
2.	BIHAR	3,358	-	4,450
3.	GUJARAT	1,853	2,550	2,450
4.	HARYANA	1,178	1,975	1,610
5.	KARNATAKA	6,456	4,500	4,285
6.	KERALA	3,306	4,000	4,120
7.	MADHYA PRADESH	7,828	13,500	10,700
8.	MAHARASHTRA	10,589	11,816	5,360
9.	ORISSA	2,216	3,805	2,570
10.	PUNJAB	2,261	3,908	3,120
11.	RAJASTHAN	1,969	5,500	5,230
12.	TAMIL NADU	9,512	17,165	12,160
13.	UTTAR PRADESH	19,229	33,140	26,440
14.	WEST BENGAL	8,483	5,000	4,835
15.	GOA	-	150	75
16.	ARUNACHAL PRADESH	-	-	-
17.	ASSAM	1,539	630	1,320
18.	HIMACHAL PRADESH	611	275	345
19.	JAMMU & KASHMIR	779	800	400
20.	MANIPUR	333	380	545
21.	MEGHALAYA	217	-	-
22.	MIZORAM N.R.	167	75	205
23.	NAGALAND	-	-	-
24.	SIKKIM	344	230	275
25.	TRIPURA	288	200	205
26.	A & N ISLANDS	-	100	230
27.	CHANDIGARH	-	-	145
28.	D & N HAVELI	-	25	50
29.	DAMAN & DIU	-	-	-
30.	PONDICHERRY	111	-	115
31.	DELHI	800	800	830
TOTAL		92,062	1,25,414	1,02,190

STATEMENT-II
NEHRU ROZGAR YOJANA
BENEFICIARIES ASSISTED AND AMOUNT OF SUBSIDY SANCTIONED TO THEM
UNDER S.U.M.E. DURING 1992-93, 1993-94, 1994-95
(Rupees in lakhs)

S.NO.	NAME OF STATE/UT	1992-93		1993-94		1994-95	
		BENEFI- CIARIES	AMOUNT	BENEFI- CIARIES	AMOUNT	BENEFI- CIARIES	AMOUNT
1.	ANDHRA PRADESH	25523	121.63	18175	328.69	15510	157.33
2.	BIHAR	3732	157.62	1987	76.21	-	2.00
3.	GUJARAT	4765	52.45	2630	92.09	1663	44.83
4.	HARYANA	7435	107.51	800	51.57	2060	52.39
5.	KARNATAKA	14789	24.30	3345	108.31	14048	75.84
6.	KERALA	4790	82.92	5202	231.73	3279	104.61
7.	MADHYA PRADESH	43787	252.90	32072	638.20	-	274.93
8.	MAHARASHTRA	18839	168.00	11917	68.81	7435	183.91
9.	ORISSA	4946	78.48	1214	27.05	-	-
10.	PUNJAB	3985	97.46	3931	92.84	2670	119.99
11.	RAJASTHAN	4594	82.26	11749	284.63	9621	152.70
12.	TAMIL NADU	19182	465.17	24418	338.20	12665	72.32
13.	UTTAR PRADESH	59101	688.12	24813	1170.72	35852	819.40
14.	WEST BENGAL	15169	101.27	4368	109.59	3042	11.70
15.	GOA	-	-	440	N.R.	N.R.	8.36
16.	ARUNACHAL PRADESH	-	-	N.R.	2.91	40	N.R.
17.	ASSAM	1822	24.11	1299	N.R.	13572	122.96
18.	HIMACHAL PRADESH	190	6.90	N.R.	N.R.	N.R.	N.R.
19.	JAMMU & KASHMIR	1695	41.48	91	17.59	N.R.	N.R.
20.	MANIPUR	395	27.76	2745	38.53	1651	11.67
21.	MEGHALAYA	119	9.51	274	1.61	N.R.	N.R.
22.	MIZORAM	N.R.	24.00	N.R.	N.R.	700	35.52
23.	NAGALAND	-	-	-	-	-	-
24.	SIKKIM	182	1.67	16	20.30	N.R.	N.R.
25.	TRIPURA	330	24.83	137	1.40	33	10.17
26.	A & N ISLANDS	-	-	177	3.95	1	3.00
27.	CHANDIGARH	178	1.59	N.R.	0.86	21	4.20
28.	D & N HAVELI	43	1.25	53	1.67	14	0.70
29.	DAMAN & DIU	-	-	-	-	-	-
30.	PONDICHERRY	226	0.80	160	2.20	705	4.54
31.	DELHI	1038	5.95	295	25.79	79	1.51
TOTAL		236855	2649.94	152308	3736.35	124595	2274.58

N.R. Not Reported

Central Assistance to Maharashtra for Urban Development

2408. SHRI ANNA JOSHI : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state:

(a) the total amount of central assistance given for Urban Development projects in Maharashtra during the last two years;

(b) whether the Maharashtra Government has spent all the assistance;

(c) if so, whether there is any delay in the disbursement of assistance; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) The total amount of Central assistance given for Urban Development projects in Maharashtra during the last two years is as follows

<u>Name of the Scheme</u>	<u>Rs. in crores</u>
1. Bombay Mega City Project	36.20
2. Integrated Development of Small & Medium Towns.	7.49
Total	43.69

(b) No, Sir.

(c) There has been no delay in the disbursement of Central Assistance;

(d) Does not arise.

Development of National Highways in West Bengal

2409. SHRI SATYAGOPAL MISRA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the steps taken by the Government for development of National Highways No. 6 and 41 in West Bengal during 1994-95; and

(b) the estimated cost of the work being taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) and (b) 8 number of works costing Rs. 9.41 crores were in progress on NH-6 and NH-41 in West Bengal during 1994-95.

Cogentrix Project

2410. SHRIMATI D.K. THARADEVI SIDDHARTHA: Will the Minister of POWER be pleased to state :

(a) whether attention of the Government has been drawn to the agreement made by Cogentrix Company and Karnataka Electricity Board on cost of power per unit

which is exorbitant and costlier than other faster track power projects, proposals;

(b) if so, details of various fast track power projects, tariff per unit; and

(c) whether the Government propose to intervene and direct the State Government to review the tariff aspects and capital cost of the project and take action to renegotiate with Cogentrix Project in view of the exorbitant cost which is detrimental to the interest of the People?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILA BEN CHIMANBHAI PATEL): (a) and (b) The cost of the Cogentrix project has so far not been cleared by the Central Electricity Authority and no conclusion can be made about the cost of power from this project vis-a-vis other fast track projects.

(c) Does not arise.

Incentives to Shipping industry

2411. SHRI HARISH NARAYAN PRABHU ZANTYE : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether in view of the tremendous potential for growth in the wake of opening of our economy and globalisation of trade and industry any steps have been taken/proposed to provide for adequate incentives to shipping industry to expand its fleet capacity to participate effectively in fast increasing transportation of goods from India to other countries of the World and vice-versa;

(b) if so, the details thereof;

(c) the present and projected share of shipping industry in transportation of goods;

(d) the details of major problems being faced by the shipping industry; and

(e) the steps proposed to be taken to resolve the problems?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) and (b). In order to expand the fleet capacity for participating in the overseas sea borne trade, the incentives provided are as under :-

1. Automatic approval is now given for :

- (i) Acquisition of all categories of ships except crude tankers and Offshore Supply Vessels by private shipowning companies.
- (ii) Acquisition for replacement tonnage.

2. No Government approval is required for :

- (i) Sale of ships for further trading/scrapping to Indian company within India or abroad.
- (ii) Acquisition of ships from an Indian shipyard.

3. Shipping companies have been allowed to retain sale proceeds of their ships abroad and utilise them for fresh acquisition.
4. Shipping companies are allowed to acquire vessels through bare boat charter-cum-demise method.
5. Freedom to time charter out Indian ships to foreign shipping companies for employment in international cross trade.
6. Liner routes on which the existing shipping companies are not operating have now been thrown open to all Indian shipping companies.
7. It has been decided that Reserve Bank of India will permit foreign exchange for ship repair/dry docking and spares for imported capital goods without any value limits.
8. Age norms for acquisition of second hand ships have been relaxed to give more operational freedom for shipowners.
9. Merchant Shipping Act amended to permit foreclosure of mortgages without need to approach any court or other authority. Freight and passenger fares have been decontrolled in order to promote private sector in coastal shipping.

(c) The present share of shipping industry in transportation of goods is around 33.6%. The projected share is 40%.

(d) and (e) The major problems being faced by shipping industry in the matter of fleet expansion and ship acquisition are due to :-

1. Non-availability of concessional finance.
2. Non-availability of medium term loan to provide finance to shipping companies under self-liquidating Finance Scheme.
3. Need to provide adequate allocation of foreign exchange reserves for boosting up the national shipping tonnage.
4. Exemption from interest tax on domestic borrowings for acquisition of ships.

Action to form a Sub-Committee to look into the various requirements of shipping industry, including soft loan requirement etc. has since been initiated.

[Translation]

Regional Passport Office, Gujarat

2412. SHRI N.J. RATHVA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether several posts are lying vacant for a long time in Regional Passport Office in Gujarat;

(b) if so, the details thereof;

(c) the number of posts reserved for Scheduled Castes/Scheduled Tribes out of them;

(d) the steps taken/being taken by Government in view of the difficulties faced by the people as a result thereof;

(e) whether there is any proposal to upgrade the passport offices in Gujarat; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA) : (a) and (b) Based on the input of applications for fresh passports during the period January-December 1994 and during the first seven months (January-July 1995) of the current year, the existing staff strength in the Passport Office, Ahmedabad is considered adequate.

(c) Posts are reserved for Scheduled Castes/Scheduled Tribes with reference to the total staff strength of the Central Passport Organisation; there is no reservation of posts for these categories in individual passport offices.

(d) The Passport Office, Ahmedabad is presently taking 58 days in issuing a fresh passport. However, subject to the applicant fulfilling certain prescribed conditions, which have been communicated to the Standing Committee, a passport can be issued on out of turn basis.

(e) and (f) Passport Office, Ahmedabad is a full fledged passport office and the question of upgrading it, therefore, does not arise.

[English]

Shortage of Housing

2413. SHRI DILEEP SINGH BHURIA : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) the estimated housing shortage at the time of commencement of the Sixth Five Year Plan and the percentage of increase in the housing shortage at the end of Seventh Five Year Plan period;

(b) the total homeless population living on pavements etc. and the percentage of it against country's entire population;

(c) the estimated percentage of rise anticipated between demand and supply of housing by 2000 A.D. (year-wise); and

(d) the extent to which the present rate of construction, the gap in housing demand is anticipated to be bridged by 2000 A.D.?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS & EMPLOYMENT (SHRI P.K. THUNGON):

(a) As per estimates made by NBO on the basis of 1971 and 1981 census data, the housing shortage as on 1.3.80 (beginning of the Sixth Five Year Plan) was 22.43 million, which rose to 30.3 million at the end of Seventh Plan i.e. on 1.3.90. The percentage increase during the period works out to 35.09%.

(b) As per 1991 census data, the total population of the country was 83.85 crores (excluding J&K), out of which 0.20 crores i.e. 0.24% were absolutely houseless.

(c) and (d) According to 8th Plan document, the housing shortage in 2001 A.D. is expected to be 41 million dwelling units, against which the contribution of formal sector in providing housing stock is estimated to be at the rate of 1.3 million units per year.

Visit of Holy Places by Foreigners

2414. SHRI PARAS RAM BHARDWAJ :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the number of foreigners who made contact with the Indian Embassies—High Commissions for visiting the holy places in India and getting other facilities during each of the last three years and the number of them granted this facility and the places visited by them;

(b) the number of Indians who went abroad to visit holy places during each of the last two years and the number out of them that were Government officials and Ministers and the places visited by them; and

(c) the policy of the Government in regard to such visits abroad by Indians?

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

US Arms Sale to Pakistan

2415. SHRI V. SREENIVASA PRASAD :

SHRI G. DEVARAYA NAIK :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether attention of the Government has been drawn to the newsitem captioned 'Pressler alleges arms sale to Pakistan' that appeared in the 'Statesman' dated July 10, 1995; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) Yes, Sir.

(b) US arms exports to Pakistan had taken place on a large scale under US Presidential certifications that Pakistan did not possess a nuclear explosive device, after the introduction of the Pressler Amendment to the Foreign Assistance Act in 1985. Government are not aware of US military sales to Pakistan undertaken by the US Government since October 1990 when US Government military and economic assistance to Pakistan ceased under the provisions of the Pressler Amendment, following the US President's inability to certify that Pakistan did not possess a nuclear explosive device. Commercial sales, on a non-Government level, did not fall within the ambit of the Pressler Amendment.

Government are carefully monitoring developments in this regard and remain committed to take all steps required to safeguard India's security.

French Nuclear Tests

2416. SHRI SYED SHAHABUDDIN :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether France proposes to conduct nuclear tests in South Pacific;

(b) whether the people of the region have opposed such tests;

(c) whether the Government of India have expressed any views on these tests, which violate the general moratorium on conducting nuclear tests;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) and (b) On 13 June 1995, the French President stated that France will resume nuclear weapons testing in September and conduct eight tests at its South Pacific test site, to be concluded by May 1996. France maintained that after this series of nuclear tests it would be in a position to "associate itself with the conclusion of a treaty imposing a comprehensive ban on nuclear testing". The French decision has been criticised by a number of countries, most vociferously by the countries of the South Pacific, particularly Australia and New Zealand.

(c) to (e) The group of non-aligned members of the Conference on Disarmament, called G-21, of which India is a member, in a statement issued on 30 June expressed its extreme disappointment on this decision and urged the nuclear weapons states to observe a moratorium on nuclear testing during the CTBT negotiations and until the entry of the CTBT.

Resolution in US Senate on Kashmir

2417. SHRI GEORGE FERNANDES :

SHRI CHITTA BASU :

SHRI BIR SINGH MAHATO :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether attention of the Government has been drawn to the newsitem in the 'Statesman' dated June 25, 1995 that U.S. Senators have introduced a resolution in Kashmir which "calls on the Government of India & Pakistan to enter into negotiation with legitimate representatives of the people of Jammu & Kashmir to resolve the conflict peacefully"; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) Yes, Sir.

(b) Government is aware of the non-binding sense of the Senate Resolution on Kashmir which was introduced by Senators Jesse Helms and Patrick Leahy on June 21, 1995. The Resolution has not till date come up before either the Senate or its Foreign Relations Committee. The Government's position that Kashmir is an inalienable and integral part of India is known to the US.

US Pressure on India

2418. SHRI BHOGENDRA JHA :

SHRI R. SURENDER REDDY :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the U.S. is pressurising India through political, economic, defence technology, etc. to change our nationally accepted stand on N.P.T. and such other issues including deployment of Prithvi;

(b) If so, the specific steps taken by the U.S. during the last one year in this regard; and

(c) the reaction of the Government thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) :

(a) and (b) No, Sir. However, the US Government has repeatedly proposed a moratorium on flight testing and deployment of missiles in South Asia and, in this context, has urged us not to deploy the Prithvi missile.

(c) The position of the Government of India on the NPT is well known and remains unchanged. Regarding the Prithvi missile, the US Government has been told that decisions on the matter will be based on our own assessment of our security requirements.

Repatriation of Indians by Bangladesh

2419. SHRI D. VENKATESWARA RAO :

SHRI M.V.V.S. MURTHY :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the Government are aware of the recent press reports regarding identification of Bengali speaking

Indians by Bangladesh Government in order to expel them to India.

(b) whether the Government of Bangladesh have recently rounded up 53 Indians for their repatriation to India; and

(c) if so, the reaction of the Government thereto and the steps being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA) : (a) and (b) Government are aware of recent press reports to the effect that Bengali speaking Indians are being identified for expulsion and that 54 Indians have been rounded up for repatriation to India. No confirmation of these reports has been received.

(c) Efforts are being made through our High Commission in Dhaka to obtain relevant information.

Hindustan Shipyard Limited

2420. SHRI M.V.V.S. MURTHY :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Hindustan Shipyard Limited has been offered for sale to foreign parties; and

(b) if so, the reasons therefor; and

(c) the details of the terms and conditions laid down for the purpose?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) No, Sir.

(b) and (c) Does not arise.

[Translation]

Purchase of Mirage by Pakistan

2421. DR. RAMESH CHAND TOMAR : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Pakistan intends to purchase the Mirage combat aircrafts from France ;

(b) Whether the Union Government have conveyed their concern to France in this regard; and

(c) If so, the details thereof and the reaction of France thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) Government have noted initial reports about the acquisition by Pakistan of Mirage fighter aircraft from France. The French authorities have not confirmed any sale.

(b) and (c) The French Government is aware of our concerns.

[English]

Purchase of F-16s By Taiwan

2422. SHRI SHRAVAN KUMAR PATEL : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether attention of the Government has been drawn to the news-item captioned "Taiwan ready to buy F-16s meant for Pakistan?" that appeared in the "The Asian Age" dated July 4, 1995; and

(b) if so, the facts thereof;

(c) whether its implication for the security environment in the sub-continent has been gone into; and

(d) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRNAB MUKHERJEE) : (a) Yes, Sir.

(b) As per current information, the US Administration is proposing to seek US Congressional approval for a relaxation of the Pressler Amendment to permit the supply to Pakistan of US \$ 368 million worth of military equipment other than the F-16 aircraft which had been withheld since October 1990 under the Pressler Amendment. The US proposes to sell the F-16 aircraft to a third country and reimburse the proceeds to Pakistan.

(c) and (d) The security situation of India remains constantly under review, particularly in the light of developments in the neighbourhood. Government will take all necessary measures designed to cope with any threat that may be posed to the security of the nation.

Strengthening of Surface Transport

2423. SHRI LAKSHMAN SINGH : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government have formulated a new policy to strengthen surface transport;

(b) if so, the details thereof;

(c) if not, whether the Government propose to formulate a new policy in this regard during the current year; and

(d) whether the Union Government propose to involve private investment in this sector?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) to (d) In conformity with the recent economic liberalisation, the Surface Transport Sector has been opened up for private sector investment to meet the growing needs of expansion, technological upgradation and efficiency improvement. The foreign investors are treated at par with the indigenous private investors subject to normal financial Rules/Regulations like FERA. The selection of entrepreneur will be based on a competitive bidding. Entrepreneur will have freedom in project implementation. However, the

Government will have to be satisfied with regard to standards, specifications, safety of structures and satisfactory operation and management. The fiscal concessions to investors as approved by the Ministry of Finance will be available.

Academic Activities of Foreign Foundations

2424. SHRI B.L. SHARMA PREM : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it has come to the notice of his Ministry that some foreign Foundations are engaged in academic activities in India with an aim to create a set of opinion makers to highlight the dangers of nuclear proliferation in the region;

(b) if so, the steps being taken by the Government to counter such activities; and

(c) whether the Government propose to undertake a detailed investigation into the activities of foreign Foundations towards security studies?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) to (c) Government is aware that foreign foundations undertake a number of activities in India aimed at increasing interaction among Indian and foreign nationals on issues of mutual interest. According to the information available, these activities are undertaken after obtaining requisite approvals from concerned authorities and are in conformity with relevant rules and guidelines.

Non-Molasses Based Distilleries

2425. SHRIMATI CHANDRA PRABHA URS : Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state :

(a) whether the Government of Karnataka has requested to discontinue the requirement of Central licence for starting non-molasses based distilleries in the State;

(b) if so, the reasons therefor;

(c) whether the Government of Karnataka has also sought permission to allow Distilleries in the molasses deficit States to shift from spirit-based manufacture and use petro-chemicals and other inputs;

(d) if so, the details thereof;

(e) whether the Government of Karnataka has also requested to bring down the excise duty on spirit from 20% to 10% and

(f) if so, the steps proposed to be taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GAGOI) : (a) No, Sir.

(b) Does not arise.

- (c) No, Sir.
- (d) Does not arise.
- (e) No, Sir.
- (f) Does not arise.

Indo-Pak Relations

2426. SHRI CHITTA BASU : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) whether the Government have since evaluated the basic reasons for the constant deterioration of Indo-Pak relations;
- (b) if so, the findings of the evaluation;
- (c) the role, if any, of any outside powers in this regard; and
- (d) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) and (b) Pakistan's continued support to terrorism and subversion directed against India, its hostile anti-India propaganda and its consistently negative approach towards the resumption of bilateral dialogue are the basic factors which impede any forward movement in the bilateral relations between India and Pakistan.

(c) and (d) Government are of the view that all differences between India and Pakistan should be resolved bilaterally and peacefully within the framework of the Simla Agreement. There is no scope for any outside intervention by any third party.

Government have, however, apprised the international community of the true facts regarding the situation in J&K, including the extensive support, abetment and encouragement extended by Pakistan to subversive and terrorist activities. There is widespread appreciation of India's position.

Autonomy of Ports

2427. SHRI LOKANATH CHOUDHARY : Will the Minister of SURFACE TRANSPORT be pleased to state :

- (a) whether the Government have constituted a Committee to amend the Port Trust Act with a view to give more autonomy and powers to the Port Trusts; and
- (b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) No, Sir.

- (b) Does not arise.

In-House Report of the Ministry

2428. SHRI HARI KISHORE SINGH :
SHRI ATAL BIHARI VAJPAYEE :
SHRI MANABENDRA SHAH :

DR. LAXMINARAYAN PANDEYA :

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) whether his Ministry have received 'in-house' report based on the questionnaire circulated among foreign service officers for toning up the working of his Ministry and foreign missions to meet challenges at the international level;
- (b) if so, the details thereof and the action taken on the report if any;
- (c) whether the Government propose to lay the report on the floor of the house, alongwith the relevant memoranda of action; and
- (d) if so, the details thereof?

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

- (b) to (d) Does not arise.

US Immigration Laws

2429. SHRI S.S.R. RAJENDRA KUMAR : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) whether the Government are aware of the US Government's decision to tighten the immigration laws ;
- (b) If so, whether Indian citizens visiting US for study, research and employment purposes have been affected due to this decision;
- (c) if so, whether the Government propose to take/ have already taken any steps in this regard;
- (d) if so, the details thereof; and
- (e) if not, the reasons therefor?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) Yes, Sir.

(b) The new US regulations, which came into effect on January 13, 1995, could have an adverse impact on Indian professionals required to visit the US in connection with the delivery of services, particularly in the field of software.

(c) and (d) Government have conveyed India's concern to the US Government at various levels, both in India and the US. It has been emphasized that the new rules will result in delays in the projects being undertaken by Indian organizations who are working for US industry under contract or in partnership. The matter is also under discussion at the WTO since the US regulations are not India-specific, but apply to skilled foreign professionals generally. Government are carefully monitoring developments in this regard and remain alert to safeguarding Indian interests in this matter.

- (e) Does not arise.

[Translation]

Export / Import of Copper

2430. SHRI SURAJBHANU SOLANKI : Will the Minister of MINES be pleased to state :

(a) the quantity of copper exported/imported during each of the last three years;

(b) whether providing funds to the Hindustan Copper Limited for expansion of Malajkhand mines and for manufacturing a new copper smelter will reduce import; and

(c) the steps being taken by the Union Government to reduce import of copper?

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAVA) : (a) India is a net importer of copper. The value of copper imported during the last 3 years is as under :

<u>Year</u>	<u>Value</u> (in Rs. crores)
1992-93	1001.06
1993-94	1228.83
1994-95	1015.20
(April-Nov.)	

(b) and (c) Increased production of copper through expansion of existing mines or increase in smelting capacity would increase availability of indigenous copper. These investments would be forthcoming only if the concerned projects are financially viable. Their effect on import of copper would depend on the relative advantage of indigenously produced copper over imported copper. With a view to increasing indigenous production of copper, Government have liberalised Industrial Trade and Fiscal Policies to enable indigenous industry to improve product quality and competitiveness through measures like upgradation of technology and import of better quality of raw materials etc.

Hindi as Official Language in UN

2431. SHRI VIJOY KUMAR YADAV : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the United Nations Organisation have recognised Hindi as one of its official languages :

(b) if so, the details thereof;

(c) if not, whether the Government are taking any steps in this regard; and

(d) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) No, Sir.

(b) Does not arise.

(c) and (d) The official languages of the United Nations

are English, French, Spanish, Arabic, Russian and Chinese. There is no proposal for any additional language to be included as an official language of the United Nations. The Government of India offer logistical facilities to all members of the Indian delegation, to make their statements in Hindi, if they wish to do so, in the General Assembly of the United Nations. Passive, on-the-spot translation of these speeches delivered in Hindi is arranged by the Government of India.

[English]

Steel Plants In Public and Private Sectors

2432. SHRI RATILAL VARMA : Will the Minister of STEEL be pleased to state :

(a) the total number of small, medium and big steel plants in public and private sectors in the country;

(b) the number out of them functioning in Gujarat State;

(c) the number of licences issued during 1994-95 for the setting up of steel plants in the State;

(d) the number of applications for the grant of licence pending with the Government; and

(e) the steps taken by the Government to clear these applications?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV) : (a) There are 6 integrated steel plants and 2 special steel plants in public sector. Besides these, there are 7 Electric Arc Furnace units (EAF) in public/joint sector. In private sector there is one integrated steel plant, 175 Electric Arc Furnace Units and over 700 induction furnace units as on 31-3-95.

(b) Besides a large number of induction furnace units, 6 EAF units are located in the State of Gujarat out of which 2 units are presently functioning.

(c) to (e) The iron & steel industry has been exempted from the purview of compulsory licensing. An entrepreneur wishing to set up an iron & steel unit does not require approval of Govt. for Industrial licence unless the plant is proposed to be located within 25 kms from the periphery of the standard urban area limits of a city having a population of more than 10 lakhs as per 1991 census. No application for grant of licence is pending with the Government.

World Bank and ADB Aid to Power Projects

2433. SHRI RAMASHRAY PRASAD SINGH :

SHRI RAMESHWAR PATIDAR :

Will the Minister of POWER be pleased to state :

(a) whether any Power Grid corporation has been introduced with the World Bank assistance in some of the States during 1995-96;

(b) if so, the names of the States and Union Territories in which such projects have been introduced and the benefits likely to be accrued therefrom;

(c) whether the Union Government propose to set up some more projects with the assistance of World Bank/Asian Development Bank during 1996; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL):

(a) and (b) Yes, Sir. POWERGRID is implementing the schemes of Unified Load Despatch & Communication System for the Southern Region, Vindhyachal-Dhule 400 KV transmission line (Madhya Pradesh), Ramagundam-Hyderabad 400 KV transmission line (Andhra Pradesh) under the World Bank loan for "Power System Development Project" amounting to US\$ 350 million. The Central transmission project and Rihand transmission project (Uttar Pradesh) under this loan has already been commissioned. POWERGRID is also constructing Bawana-Jeypore line (Delhi/Rajasthan), 400 KV Kishenpur-Moga transmission line (J&K/Punjab), Nathpa-Jhakri Transmission System (Himachal Pradesh/Haryana/Rajasthan) and Unified Load Despatch & Communication System in the Northern Region under the World Bank loan for "Northern Region Transmission System" amounting to US\$ 475 million. The above schemes are intended to meet the requirements of evacuation of power from the various generating stations/augmentation of the transmission network as well as improving the reliability in power supply and grid operations.

(c) and (d) An offer of loan of US\$ 300 million from ADB is under negotiation for the following projects :-

- (i) Augmentation of transmission system in South Assam, Mizoram and Tripura;
- (ii) Kopili Stage-I Extension Transmission Project (Assam);
- (iii) Kathalguri-Deomali 132 KV S/C transmission line (Assam);
- (iv) Unified Load Despatch & Communication Scheme for North Eastern Region (Headquarter at Shillong/Meghalaya);
- (v) Unchahar Transmission project (U.P.);
- (vi) Vindhyachal Stage-II transmission project (Madhya Pradesh);
- (vii) Vizag (Jeypore-Gazuwaka) HVDC Back to Back Project (Orissa/Andhra Pradesh);
- (viii) Kayamkulam Transmission Project (Kerala);

[English]

Mahu-Chittaur-Nasirabad Route

2434. DR. LAXMINARAYAN PANDEYA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Mahu-Chittaur-Nasirabad Route between Bombay and Delhi is narrow due to a large number of industries and heavy traffic along this route;

(b) whether Bombay-Mahu and Nasirabad-Delhi Road are National Highways and the remaining mid part comes under Rajasthan and Madhya Pradesh;

(c) whether the State Government, private institutions and industries have requested to include this mid part (Nasirabad-Mahu) in the National Highway; and

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

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) The Mahu-Chittaur-Nasirabad route is a part of State road network and as such the responsibility for its development lies with the State Govts. of Madhya Pradesh and Rajasthan.

(b) Yes, Sir. However the stretch of 23 kms from Nasirabad to Ajmer does not form part of National Highway.

(c) and (d) No such proposal has been received from the State Governments of Madhya Pradesh and Rajasthan, though various institutions have requested for inclusion of Nasirabad-Mahu road as National Highway. However, owing to meagre allocation of funds during the 8th Five Year Plan, it is difficult to declare any new National Highway at this stage.

Hot Food Points by Multinational Companies

2435. SHRI SARAT PATTANAYAK : Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) Whether the Government have received representations against permitting multinational companies to set up hot food points in the country; and

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

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI):

(a) and (b) While no representation against permitting foreign companies for setting up of hot food points has been received, some representations against harmful effects on health, environment, etc. due to some foods served by international companies operating quick service restaurants have been received. Government have approved proposals of M/s Pizza Hut, M/s KFC and M/s

McDonalds for setting up and operating quick service restaurants, some directly, some in joint-venture and some through Indian franchisees in the country. These restaurants propose to serve various types of food products which inter-alia include pizza with vegetarian and non-vegetarian toppings, potato products like french fries mashed potato products, salads, milk products, burgers with different types of fillings including vegetables, fish, chicken etc. No authentic or scientific data regarding harmful effect on health by the products to be sold in India will be subject to Indian Laws. These companies will source most of the raw-materials including meats of animals and birds from the Indian producers/suppliers and production and processing of these meats are subject to the existing provision of the law of the country.

[Translation]

Power Consumption and Supply in Northern Region

2436. SHRI GIRDHARI LAL BHARGAVA : Will the Minister of POWER be pleased to state :

(a) whether P.H.D. Chamber of Commerce and Industrial Federation has conducted any analysis in regard to power consumption and its supply during 1995-96 in the northern region;

(b) if so, the gap between power consumption and supply in the States of northern region;

(c) whether States having widest gap between power consumption and supply will be adversely affected as a result thereof; and

(d) if so, the action Government propose to take to tackle this problem?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL):

(a) Yes, Sir. The P.H.D. Chamber of Commerce and Industrial Federation has conducted a study in regard to power supply position during 1995-96, Transmission & Distribution losses, performance of thermal power stations and capacity addition during 8th Plan in the states of the Northern Region.

(b) Anticipated power supply position in the states of the Northern Region during 1995-96 is as per details given below :-

(Figures in MU)

Name of the State/UT	Require-ment	Availa-bility	Surplus (+)/ Deficit (-)	(%)
1	2	3	4	5
Chandigarh	775	775	0	0.0

1	2	3	4	5
Delhi	13500	12903	597	4.4
Haryana	13100	11383	1717	13.
Himachal Pradesh	1950	2479	+529	+27.
Jammu & Kashmir	4300	3445	-855	-19.9
Punjab	21000	20050	-950	-4.5
Rajasthan	18300	16195	-2150	-11.5
Uttar Pradesh	39500	37089	-2411	-6.1
Northern Region	112425	104319	-8106	-7.2

(c) It may be seen from the above that Himachal Pradesh would be having surplus of energy whereas there would be no energy shortage in Chandigarh. Delhi and Punjab will face energy shortage less than 5% and energy shortage in Uttar Pradesh is anticipated to be slightly more than 6%. In rest of the states i.e. Haryana, Jammu & Kashmir and Rajasthan gap between energy requirement and availability is expected to be more than 10%.

(d) To bridge the gap between requirement and availability the energy is supplied from surplus system to deficit system. Assistance is being received by Delhi, Haryana, Punjab and Rajasthan from Himachal Pradesh as and when system conditions permit. Assistance is also rendered from the unallocated output of Central sector stations in Northern Region to the constituents depending upon their seasonal requirement and demand in agricultural sector.

Grand Trunk Road

2437. SHRI RAM PUJAN PATEL :

SHRI HARCHAND SINGH :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government propose four laning of Grand Trunk Road (G.T.Road) with a view to facilitate smooth traffic movement;

(b) if so, the details thereof; and

(c) the amount provided by the Government for the maintenance and improvement of this road during each of the last three years and the amount actually spent during the period?

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

(b) Some sections are already four lane for in progress for four laning. The details of 4-laning proposed in Annual Plan 1995-96 are as under :

Sl. No.	Name of work in Kms. (Rs. in crore)	Length	Estimated Cost	Remarks
1.	Km.398.75-444.44 of Barwadda- Barakar section NH-2	43	128.00	ADB-III
2.	Km. 474-516 of Raniganj-Panagarh section NH-2	42	103.00	ADB-III

(c) The amounts are allocated State-wise and not National Highway-wise. During the years 1992-93, 1993-94 and 1994-95, amounts of about Rs. 187.10 crores, Rs. 220.80 crores and Rs. 302.56 crores, respectively, were allocated to the concerned States of Punjab, Haryana, Delhi, Uttar Pradesh, Bihar and West Bangal for the development and maintenance of National Highways. The allocations made have been utilised.

India's Sovereignty over Sikkim and Arunachal Pradesh

2438. SHRI MOHAN SINGH (DEORIA) : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether China has accepted the sovereignty of India over Sikkim and Arunachal Pradesh;

(b) if so, whether the Union Government have taken any initiative with the Government of China that they should stop depicting Sikkim and Arunachal Pradesh in their maps; and

(c) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) The Chinese Vice-Premier and Foreign Minister, responding to a question on China's position on the accession of Sikkim to India, stated at a press conference in New Delhi on 18th July 1994 that presently, they were not saying that they were sticking to the position taken by them in the 1970s, that China has not made any specific change and that the two sides are having discussions.

The Chinese Government have claimed approximately 90,000 sq. kms of Indian territory in the Eastern Sector of the India-China boundary in Arunachal Pradesh.

(b) and (c) Sikkim and Arunachal Pradesh are States

of the Indian Union and are integral parts of India. This has been stated to the Chinese Government on several occasions at Ministerial and Ambassadorial levels and by Heads of Indian Delegations.

[English]

Meat/Poultry Processing

2439. SHRI SHANTARAM POTDUKHE :

SHRI PANKAJ CHOWDHARY :

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

(a) the details of modernisation and developmental plans of the Government for meat and poultry processing;

(b) the financial assistance provided by the Government to various organisations for training the artisans and managers engaged in the plan schemes, during last three years, State-wise; and

(c) the number of artisans and managers trained during the last three years?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI):

(a) Government has formulated and is operating various schemes for modernisation and development of meat & poultry processing industries which inter-alia include providing assistance to State undertakings, joint-sector units, assisted sector units, co-operative sector organisations, district councils, etc. for setting up/upgrading various type of meat and poultry processing projects. Some schemes for modernisation upgradation of the existing facilities are also in operation. Some of this Ministry's schemes also envisage providing assistance for infrastructure facilities like storage and transportation of meat for export as well as for domestic marketing, development of trained manpower, research and development for the meat & poultry processing sector, etc.

(b) Financial assistance provided by this Ministry for various organisations for training of artisans and managers during the last 3 years are as under :

Manipur	- Rs. 3.35 lakhs
Assam	- Rs. 10.116 lakhs
Andhra Pradesh	- Rs. 4.806 lakhs
Karnataka	- Rs. 0.99 lakhs
Maharashtra	- Rs. 3.518 lakhs
Bihar	- Rs. 1.00 lakhs

(c) The total number of artisans and managers trained during the last three years are 725.

[Translation]

Unauthorised Colonies

2440. SHRI SAJJAN KUMAR : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state:

(a) whether the Union Government had sought any technical information from Delhi Government in regard to unauthorised colonies erected prior to 1993;

(b) if so, the details of said technical information;

(c) whether this information was made available by the State Government; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) and (b) A proposal was received from the Govt. of National Capital Territory of Delhi for regularisation of unauthorised colonies in Delhi in existence as on 31.3.1993. The proposal was examined in the Ministry and the following information/clarifications were sought from Govt. of NCT of Delhi.

- (i) Confirmation about total number of unauthorised colonies which have come up during the period 1.7.1977 to 31.3.1993.
- (ii) Location of these colonies and structures and population involved therein.
- (iii) Position of electricity and water in these colonies, indicating the details of the colonies where water and electricity connections are officially yet to be given.
- (iv) Implication of the term 'regularisation' i.e. position about the number of lay out plans implemented and to what extent relocation or realignment of houses took place.
- (v) Total demand raised on account of providing common facilities like roads, drains, etc. and how much has been recovered.
- (vi) Whether the structures in all these colonies, both regularised till now and yet to be regularised, have been assessed for property tax, if so, whether the property tax has been collected and the arrears of property tax from these colonies.
- (vii) Details of unauthorised colonies, which have come up on government land/DDA land/Municipal land.
- (viii) Bottlenecks experienced in the implementation of 1977 guidelines for regularisation of unauthorised colonies.

(c) and (d) Part information as follows has been received from Govt. of NCT of Delhi.

- (i) The estimated number of unauthorised colonies is 1304. The population of these colonies is reported to be between 10-15 lakhs. Out of these Govt. of N.C.T. of Delhi have so far confirmed existence of only 1071 colonies on the proposed cut off date of regularisation.
- (ii) As regards supply of electricity and water, Govt. of Delhi have taken a decision to provide water and electricity connections to all the unauthorised colonies that existed as on 31.3.1993 subject to issue of No Objection Certificate by the town planners. Upto November, 1994 electricity was provided to 178 such colonies and work was in progress in 55 colonies. Water supply was also provided in 169 colonies and work was in progress in another 5 colonies.
- (iii) No re-alignment of the structures to a significant extent has been possible and there will be practical difficulties in undertaking large-scale demolition of houses. They have therefore suggested that the building bye-laws will have to be relaxed to bring the construction within the ambit of regularisation. Clarifications regarding nature of relaxation has yet to be received.
- (iv) The position of recovery of development charge from the occupants of unauthorised regularised colonies has not been satisfactory as reported by Govt. of NCT of Delhi. As reported against an expenditure of Rs. 270 crores incurred by M.C.D. on providing various services in such colonies, only Rs. 1 crore has been recovered so far. It is therefore proposed to recover development charges in advance before the colonies are regularised.
- (v) Property tax is being levied on all land and buildings in Delhi. However, the response towards payment of property tax in these colonies is very poor.
- (vi) Information about the number of structures in each colony and the number of colonies which have come up on public land is awaited from Government of National Capital Territory of Delhi.

[English]

Market Frozen Desserts

2441. SHRI ATAL BIHARI VAJPAYEE :

SHRI BASUDEB ACHARIA :

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI :

DR. LAXMINARAYAN PANDEYA :

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

(a) whether the Government have received any proposals from any multinational company to manufacture and market frozen desserts in the country;

(b) whether the Government have given its approval to any such proposal;

(c) if so, the details thereof;

(d) whether the production of frozen desserts would not be covered in the category of ice-cream, the manufacture of which is reserved for small scale units; and

(e) if so, whether Government propose to review the approval already granted to multinational companies for manufacturing/marketing of frozen desserts?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI):

(a) and (b) The manufacturing of milk products other than those reserved for small scale industries are delicensed and companies registered in India including companies with foreign equity holdings are to file only an Industrial Entrepreneur Memorandum for setting up such projects. One such company had filed an Industrial Entrepreneur Memorandum for manufacturing of frozen desserts and has implemented the same.

(c) to (e). Frozen Desserts have a different composition than that of Ice-Cream.

[Translation]

Shipping Traffic

2442. SHRI RAM KRIPAL YADAV :

SHRI KASHIRAM RANA :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the number of passengers in shipping traffic is declining;

(b) if so, the reasons therefor; and

(c) the efforts made by the Government to increase the number of passengers in the above traffic?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) to (c). Passenger traffic in shipping in India is mostly in the coastal areas and between the mainland and the Andaman & Nicobar Islands and Lakshadweep. The data of passenger traffic for the last 3-4 years indicate that, but for seasonal variations, there has been no reduction in the passenger traffic.

[English]

Financial Aid to States for FPI

2443. SHRI ANAND RATNA MAURYA :

SHRI M.V.V.S. MURTHY :

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

(a) whether the Government have sanctioned Rs. 1039 crores for various food processing projects in 7 North-eastern States;

(b) if so, whether the Government had provided financial assistance for setting up 29 food processing centres in the region for training small entrepreneurs in rural and hilly areas;

(c) if so, details thereof;

(d) whether the Government are considering to provide assistance for food processing projects in the Southern States also; and

(e) if so, the States selected for the purpose and how many food processing projects are likely to be set up in the Southern States?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI):

(a) to (e). This Ministry has extended financial assistance to the tune of Rs. 12.91 crores under its Plan schemes for various proposals received from State Government Organisations, cooperatives, voluntary organisations etc. in the North-Eastern States between the years 1991-92 to 1994-95. These include proposals for setting up of 29 Food Processing Training Centres-16 in Assam, 2 in Arunachal Pradesh, 7 in Mizoram, 2 in Nagaland and 2 in Tripura. The Ministry's Plan schemes are not State specific and assistance is extended to the proposals received from various States including Southern States. Such assistance has already been extended for various proposals received from 4 Southern States of Tamil Nadu, Kerala, Karnataka and Andhra Pradesh. The Ministry has a target of extending assistance for setting up 35 Food Processing Training Centres, out of the total target of 250 such Centres throughout the country, in the four Southern States during the Eighth Plan period and assistance till date has been extended for setting of 15 such training centres in four Southern States.

[Translation]

Per Capita Consumption of Power

2444. SHRI PHOOL CHAND VERMA :

SHRI RAJENDRA AGNIHOTRI :

Will the Minister of POWER be pleased to state :

(a) the per capita annual power consumption in the country as on 30th June, 1995 State-wise;

(b) the reasons for less supply of power in Madhya Pradesh and Uttar Pradesh as compared to their requirement; and

(c) the steps taken or proposed to be taken by the Union Government to augment the power supply in the above states?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL):

(a) State-wise per capita consumption of power during 1993-94 is given in the attached statement. The figures upto 30th June, 1995 have not been calculated so far.

(b) Power supply position in Madhya Pradesh and Uttar Pradesh during April-July, 1995 is as per details given below :-

(Figures in MU net)

	Madhya Pradesh	Uttar Pradesh
Requirement	9150	13165
Availability	8670	11613
Shortage	480	1552
%	5.2	11.2

The main reasons for power shortage in Madhya Pradesh and Uttar Pradesh is the unsatisfactory performance of some of their thermal power stations.

(c) Various measures being taken to improve the availability of power in Madhya Pradesh and Uttar Pradesh include-maximising generation from existing generating stations, implementation of Renovation and Modernisation programme, reduction of Transmission & Distribution losses, effective load management and energy conservation measures, and assistance from neighboring states and systems etc. whenever feasible.

STATEMENT

Statewise annual per capita consumption of electricity during the year 1993-94

NAME OF STATE/UT	PER CAPITA CONSUMPTION (KWH)
1	2
Haryana	487
Himachal Pradesh	217
Jammu & Kashmir	197
Punjab	703
Rajasthan	254
Uttar Pradesh	186
Chandigarh	665
Delhi	779
Total (North region)	288
Gujarat	590

1	2
Madhya Pradesh	310
Maharashtra	459
Goa	593
Daman & Diu	1182
D & N.Haveli	1392
Total (Western Region)	437
Andhra Pradesh	344
Karnataka	323
Kerala	217
Tamil Nadu	387
Pondicherry	843
Lakshadweep	207
Total (South Region)	335
Bihar	125
Orissa	319
West Bengal	164
D.V.C.	-
A & N. Islands	168
Sikkim	116
Total (East Region)	172
Assam	96
Manipur	111
Meghalaya	135
Nagaland	68
Tripura	60
Arunachal Pradesh	67
Mizoram	101
Total (North-East Region)	94
Total (All India)	299

Inspectorate for Indian Missions

2445. SHRI ANANTRAO DESHMUKH : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the Government propose to set up an

inspectorate to conduct inspections of Indian Missions abroad; and

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

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L.BHATIA) : (a) A process of periodic inspection of Missions has been in existence. There is no proposal to set up a separate Inspectorate.

(b) Does not arise.

Fare in DTC Buses

2446. SHRI JANARDAN MISRA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether it is a fact that the Government have fixed one rupee fare for five kilometers for buses plying in Delhi under the Delhi Transport Corporation;

(b) if so, whether distance between Dhaula Kuan and Central Secretariat is 5 Kms as has been written on a sign board at Dhaula Kuan;

(c) if so, whether Government are charging Rupees two as fare in DTC buses for the aforesaid destination;

(d) if so, the reasons therefor;

(e) whether the Government propose to take some steps to remove such disparities; and

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

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

(b) As per the laid down route followed by majority of DTC buses from Dhaula Kuan to Central Secretariat i.e. Dhaula Kuan, Sardar Patel Marg, Willingdon Crescent, RML Hospital, Tal Katora Road, Central Secretariat, the distance between Dhaula Kuan and Central Secretariat is 6.2 Kms.

(c) and (d) D.T.C is charging Rs. 2 since the distance is more than 5 Kms. as stated against (b) above.

(e) and (f) Do not arise.

Payment of Principal Amount

2447. SHRI PRAJA KISHORE TRIPATHY : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government have not yet reimbursed the principal and interest amount to the Government of Orissa on the net assets of Paradip port transferred to it by the Government of Orissa in the year 1965;

(b) whether it is true that his Ministry had agreed to pay the principal amount of Rs. 11.93 crores in four equal instalments w.e.f 1993-94; and

(c) if so, the amount of principal and interest paid back to the Government of Orissa as on date?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) and (b) In May, 1993 a decision was taken that the Paradip Port Trust would repay to the Government of Orissa the principal amount of Rs. 11.93 crores in four equal yearly instalments with effect from 1993-94.

(c) The Paradip Port Trust has not paid any instalment to the Government of Orissa so far.

Construction of Tunnel At NH-4

2448. SHRI PRITHVIRAJ D. CHAVAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government have identified any sections of the National Highway-4 for construction of tunnel;

(b) if so, the details thereof;

(c) the length of the proposed tunnel alongwith the estimated cost;

(d) the benefits likely to be accrued from this tunnel alongwith the estimated annual savings in fuel;

(e) whether the Government have taken any decision in regard to the implementation of the work with the help of public or private sector; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) to (c). Yes, Sir. It involves three tunnels in a length of about 2460 metres for the construction of additional two lane of Pune-Satara Section of NH No. 4 in Maharashtra State.

(d) As the detailed project is yet to be formulated, it is too early to quantify the benefits.

(e) No, Sir.

(f) Does not arise.

Fertilizer Industry in Gujarat

2449. DR K.D.JESWANT : Will the Minister of CHEMICALS and FERTILIZERS be pleased to state :

(a) whether the production in fertiliser industry in Gujarat is not in accordance with its production capacity;

(b) if so, the reasons therefor; and

(c) the steps taken to enhance its production capacity?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILISERS, AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT (SHRI EDUARDO FALEIRO) : (a) The

major fertilizer units located in the State of Gujarat have been operating at satisfactory levels of their production capacity.

(b) dose not arise.

(c) M/s IFFCO are currently implementing a project at a cost of Rs.119 crores for expanding the capacity of their ammonia-urea plant at Kalol.

[Translation]

Transportation of Fertilizers

2450. SHRI PREM CHAND RAM : Will the Minister of Chemical and Fertilizers be pleased to state :

(a) whether various parts of the country are not getting fertilizer according to their requirement;

(b) if so, whether Government have prepared any policy for transportation of fertilizer ; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILISERS, AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT (SHRI EDUARDO FALEIRO) : (a) to (c) The supply of urea, which is the only fertiliser under price, distribution and movement controls, to various parts of the country is in accordance with the allocations made under the Essential Commodities Act (ECA) , 1955 and the requirements of the Agriculture calendar. Temporary and localised shortages are promptly met by rushing supplies from alternative sources.

The despatches of urea from manufacturing units and ports to various parts of the country are regulated in accordance with a detailed movement plan. Impediments in the movement of urea and other fertilisers, if any, are removed through institutionalised arrangement for inter-agency co-ordination.

The demand and supply of decontrolled fertilizers depend on market forces. However, their availability in the country is quite comfortable in relation to the current demand.

[English]

Foreign Equity in Mining

2451. SHRI MANORANJAN BHAKTA : Will the Minister of MINES be pleased to state :

(a) whether earlier foreign equity in mining companies was limited to 40% for captive as well as commercial mining;

(b) whether his Ministry have now proposed that more than 50% foreign equity holding are not allowed in Gold and diamond mining companies;

(c) if so, the rationale behind this new move of the Ministry;

(d) whether major foreign mining companies are interested in exploring and mining for gold and diamond in India; and

(e) if so, the Government's policy for the opening up of the mining sector in foreign investment?

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAVA) : (a) Yes, Sir.

(b) to (e). Foreign companies have shown interest in mining for gold and diamonds in India. The National Mineral Policy, 1993 states that induction of foreign technology and foreign participation in exploration and mining for high value and scarce minerals shall be pursued. Foreign equity investment in joint ventures in mining promoted by Indian Companies would be encouraged. While foreign investment in equity would normally be limited to 50%, this limitation would not apply to captive mines of any mineral processing industry. Enhanced equity holding can also be considered on case to case basis.

Life Saving Drugs

2452. SHRI UPENDRA NATH VERMA : Will the Minister of CHEMICAL AND FERTILIZERS be pleased to state :

(a) whether life saving druge are manufactured in India;

(b) if so, the value of these drugs manufactured during the last three years and the value of such drugs exported out of them;

(c) whether the import of life saving drugs is being made more than the export and if so, the value of the drug imported during the last three years;

(d) whether the manufacturing of indigenous medicines has been increased and if so, whether these drugs are being exported; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILISERS, AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT (SHRI EDUARDO FALEIRO) : (a) to (e). The information to the extent available is given below :

(Rupees in Crores)

Year : 1991-92 1992-93 1993-94

1. production

(a) Bulk Drugs 900.00 1150.00 1320.00

(b) Formulations 4800.00 6000.00 6900.00

2. Exports	1231.30	1410.30	1781.40
3. Imports	807.00	1100.00	1440.00

Fruits and Vegetables

2453. SHRI HARIBHAI PATEL : Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state the details of the State Government organisation and cooperative sector units working for the growth of fruits and vegetable processing industries in Gujarat during the year 1993-94.

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): The Industries Commissioner, Government of Gujarat, has been designated as the nodal agency for developing food processing industries including fruits & vegetable processing industries, in the State of Gujarat Agro Industries Corporation, Gujarat Agro Foods Limited, and Gujarat State Horticulture Department, in the Government sector engaged in processing/developing of fruits and vegetable industry. M/s. Sugam Dairy and M/s. Panelay Audyogik Utpadak Sahakari Mandal in the Cooperative sector and M/s. Enkay Taxo Foods in the Joint sector are the other organisations engaged in processing of vegetables.

N. I. P. E. R.

2454. SHRI SHANKERSINH VAGHELA : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether the Government propose to set up the National Institute of pharmaceutical Education and Research in the country;

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

(c) whether the Government propose to set such institute in Gujarat also;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILISERS, AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, AND MINISTER OF STATE IN THE DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT (SHRI EDUARDO FALEIRO) : (a) Yes, Sir.

(b) The Institute is being set up at SAS Nagar (Mohali) adjoining Chandigarh. The Institute will provide for education, training, instruction and research in various branches of Pharmaceutical Sciences and technology and allied disciplines.

(c) No, Sir.

(d) Does not arise.

(e) NIPER is expected to cater to the needs of the entire country.

Subsidy on fertilizers

2455. SHRI PRATAPRAO B. BHONSLE : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) the amount of subsidy paid by the Government on fertilizers during 1994-95, State-wise;

(b) whether any subsidy was also paid on non-nitrogenous fertilizers; and

(c if so, the details thereof, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILISERS, AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT (SHRI EDUARDO FALEIRO) : (a) to (c) The subsidy on indigenously manufactured controlled fertilizers is paid to the manufacturing units. However, a statement of statewise payment of subsidy during 1994-95 on the basis of the location of fertilizer units is furnished at statement-I. At present, only urea is covered under the subsidy scheme. The subsidy payment of Rs. 4075 crores made during 1994-95, however, included an amount of Rs. 371.02 crores paid as subsidy on phosphatic fertilizers for periods prior to their decontrol.

Under the special concession scheme for decontrolled fertilizers administered by the Department of Agriculture & Cooperation, a special concession is available on the sale of imported Muriate of Potash (MOP) and indigenous Di-Ammonium Phosphate (DAP), complex fertilizers and Single Superphosphate (SSP). Under the scheme, payment is made to the manufacturers/importers of decontrolled fertilizers on the certification of sales by the States. State-wise break up of the special concession paid to the manufacturers/importers is furnished at Statement-II.

STATEMENT-I

State-wise break up of subsidy paid on controlled fertilizers during 1994-95

S.NO.	State	Amount (Rs. in crores)
1	2	3
1.	Andhra Pradesh	434.00
2.	Assam	21.44
3.	Bihar	122.46
4.	Goa	135.00

1	2	3
5.	Gujarat	673.00
6.	Haryana	101.00
7.	Karnataka	105.00
8.	Kerala	112.00
9.	Madhya Pradesh	167.00
10.	Maharashtra	350.00
11.	Orissa	77.00
12.	Punjab	262.00
13.	Rajasthan	356.00
14.	Tamil Nadu	362.00
15.	Uttar Pradesh	776.00
16.	West Bengal	19.00
TOTAL :		4075.00

STATEMENT-II

Statewise break up of special concession paid on sale of decontrolled phosphatic and potassic fertilizers to the farmers during 1994-95

(Rs.)

in lakhs)

Sl.NO.	Name of the State/ Union Territory	Total concession paid
1	2	3
1.	Andhra Pradesh	7415.01
2.	Karnataka	4440.63
3.	Kerala	938.11
4.	Tamil Nadu	5280.17
5.	Pondicherry	93.33
6.	Gujarat	2774.47
7.	Madhya Pradesh	2641.84
8.	Maharashtra	6130.24
9.	Rajasthan	1623.23
10.	Goa	31.73
11.	Haryana	2206.73
12.	Punjab	3436.46
13.	Uttar Pradesh	8036.28

1	2	3
14.	Himachal Pradesh	44.70
15.	Jammu & Kashmir	33.74
16.	Bihar	2054.93
17.	Orissa	398.91
18.	West Bengal	3610.77
19.	Assam	151.49
20.	Tripura	48.71
21.	Meghalaya	8.76
22.	Sikkim	1.32
TOTAL :		51401.56

[Translation]

Action Plan for Power Sector

2456. SHRI MOHAMMAD ALI ASHRAF FATMI : Will the Minister of POWER be pleased to state :

(a) whether the Government have formulated any action-plan to bring about improvement in the performance of power sector;

(b) if so, the details thereof;

(c) the steps taken by the Government so far; and

(d) the manner in which the problems of the eastern and north eastern regions is likely to be solved through this action plan?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) : (a) to (d). Action plan to improve performance of Power Sector and to achieve the set targets is drawn up annually. The 1995-96 annual action plan envisaged, inter-alia, achievement of PLF of 62% energy generation of 377.1 billion units, capacity addition of 2161.53 MW, construction of 1898 Ckm. of 400 KV and 2115 circuit kilometer of 220 KV transmission lines, addition of sub-station capacity of 2835 MVA at 400 KV and 2535 MVA at 220 KV level etc.

The action plan includes capacity addition of 1174.3 MW in Eastern Region and 124.48 MW in the North-Eastern Region which would increase availability of power in these States.

Reconstruction of National Highways in Madhya Pradesh

2457. SHRI SHIVRAJ SINGH CHAUHAN : Will the Minister of SURFACE TRANSPORT be pleased to state the amount sought by the Government of Madhya Pradesh for the maintenance and reconstruction of National Highways and the amount sanctioned by the Government for the purpose during each of the last three years?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : The overall allocations made to the State Governments for development and maintenance of National Highways are normally about 50 to 60% of requirements. The amounts allocated to the Government of Madhya Pradesh on development and maintenance of National Highways during the last three years are as follows :-

(Rs. in lakhs)

Year	Development	Maintenance
1992-93	1915.00	1213.25
1993-94	1678.00	1316.28
1994-95	2347.39	1696.01

Rating Training Establishment

2458. SHRI K. MURALEE DHARAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government are aware of the delays in regard to starting Rating Training Establishment sanctioned at Kozhikode, Kerala;

(b) if so, the reasons for delay in starting the Establishments;

(c) whether the Government propose to provide more funds towards the land acquisition for the purpose; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) and (b) Yes, Sir. The Government of Kerala were expected to allot land free of cost or at nominal rates. The State Government have since indicated that they would not be in a position to provide free/subsidised land in view of the financial constraints.

(c) and (d). The total cost of land involved is approximately Rs. 30 lakhs. The Government of India expects the State Government to provide land free of cost or at nominal rate for the purpose and necessary budget provision exists only for building of the Institute during the current financial year.

[Translation]

Thermal Power Project of Maharashtra

2459. SHRI DATTA MEGHE : Will the Minister of POWER be pleased to state :

(a) whether any thermal power project is on the verge of closure in Maharashtra;

(b) if so, the reasons therefor; and

(c) the corrective steps being taken by the Government to ensure that this project is not discontinued and the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) : (a) No running thermal power project of Maharashtra State Electricity Board is on the verge of closure.

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

Availability of Life Saving Drugs

2460. DR. AMRIT LAL KALIAL PATEL : Will the MINISTER OF CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Union Government have formulated any scheme to ensure the availability of life saving drugs in the country;

(b) if so, the details thereof; and

(c) the names of the medicines which are included in this scheme?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILISERS, AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT (SHRI EDUARDO FALEIRO) : (a) to (c) Abundant availability of essential medicines at reasonable prices is one of the major objectives of the Drug Policy. In order to meet these objectives, the Government in the "Modifications in Drug Policy, 1986" has taken various measures like removing hurdles relating to industrial licensing, allowing foreign equity participation upto 51% simplifying the pricing mechanism etc.

Fund Allocated to D.S.F and FPI

2461. SHRI KUNJEE LAL : Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the funds allocated under the schemes to provide assistance for deep sea fishing and food processing industries have not been utilised at all during the year 1993-94 and 1994-95; and

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

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI) : (a) and (b) No, Sir. The total Plan fund utilisation under various Plan schemes for development of food processing industries which inter alia include assistance for deep sea fishing for the years 1993-94 and 1994-95 were Rs.38.52 crores and Rs. 29.74 crores respectively and utilisation of Plan funds under various fishery schemes other than Fishery Survey of India for the year 1993-94 and 1994-95 was Rs.375.96 lakhs and Rs.151.00 lakhs respectively.

[English]

Power supply in Kerala

2462. SHRI M. RAMANNA RAI : Will the Minister of POWER be pleased to state :

- (a) the annual requirement of electricity in Kerala;
- (b) the quantity available at present; and
- (c) the immediate steps proposed to be taken to overcome the shortage of power in Kerala?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL): (a) During the year 1994-95, the energy requirement of Kerala was 8902 Million Units.

(b) During the period April - July 1995, the energy requirement in Kerala was 3525 Million Units against which the availability was 3083 Million Units, which represents a shortage of 12.5%.

(c) In order to increase the availability of power in Kerala various measures being taken include-maximising the generation from existing generating stations, reduction in Transmission & Distribution losses, effective load management and energy conservation measures, assistance from neighbouring state/system whenever feasible.

Abduction of Indian Fishermen by Seamen of Sri Lanka

2463. DR. (SHRIMATI) K.S. SOUNDARAM : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Sri Lankan seamen intruded in to the Indian territorial waters in Indian Ocean and abducted about 75 Indian fishermen recently;

(b) whether these fishermen have been kept in Sri Lankan Jails;

(c) if so, the steps being taken by the Government for their early release; and

(d) the steps proposed to be taken by the Government to prevent recurrence of such incidents in future?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) No, Sir.

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

Assistance for Public Transport in Gujarat

2464. SHRI DILEEP BHAI SANGHANI : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether the Government have given any financial assistance for development of various modes of public transport for urban areas of Gujarat State;

(b) if so, the details of the assistance provided to the State so far;

(c) whether any international agencies have offered to help finance the public transport system in the State; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) to (d) No, Sir. Government of India has not received any proposal from the Government of Gujarat for extending any financial assistance for the development of various modes of public transport in the urban areas of the State of Gujarat. There are also no offers from any international agency to help finance public transport system in Gujarat.

Schemes for Disposal of Sewage

2465. SHRI VIJAY NAVAL PATIL : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state:

(a) whether the Government have formulated schemes for sewage disposal in major cities;

(b) if so, the details thereof alongwith the review of the progress made during the last three years, State-wise; and

(c) the funds made available for execution of those projects State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K.THUNGON) : (a) There is no Centrally Sponsored Scheme for Sewage disposal in major cities.

(b) and (c) Question does no arise.

World Bank Experts for Overhaul in Power Sector

2466. SHRI BOLLA BULLI RAMAIAH :

SHRI R. SURENDER REDDY :

Will the Minister of POWER be pleased to state :

(a) whether in view of the controversy over Enron, Government are considering to make efforts to revive again all the power projects in the interest of the country;

(b) whether the Government in consultation with the State Government have formulated or proposing to formulate a concrete policy for power projects in India; and

(c) if so, the time by which the decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) : (a) to (c). Since the private power projects are being set up by the Independent Power Producers after entering into agreements with the State Electricity Boards/State Governments, review of any such project is, therefore, within the realm of the State Governments.

The Government had framed a comprehensive private power policy in October, 1991 after consultation with the State Governments and issued necessary notification thereafter. The policy/notification have been amended from time to time, whenever the need has been felt and we will continue to do so.

Bifurcation of FPI

2467. SHRI S.M. LALJAN BASHA : Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

- (a) whether the Government have any proposal to bifurcate the food processing industry;
- (b) whether it is also a fact that fishing sector is to be handed over to a separate Ministry; and
- (c) if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI):

(a) There is no proposal to bifurcate the Ministry of Food Processing Industries.

(b) No, Sir.

(c) Does not arise.

National Highway No. 44

2468. SHRI BASUDEB ACHARIA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government have received a memorandum from a delegation of Tripura in regard to retension of National Highway No.44 from Agartala to Sabroom; and

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

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

(b) Due to meagre allocation of funds for National Highways, it is not possible to include any new road in the National Highway grid, including extension of National Highway No.44 from Agartala to Sabroom in Tripura.

Passport Office for Sikkim

2469. SHRIMATI DIL KUMARI BHANDARI : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether there is no Passport Office in the State of Sikkim;

(b) whether the Government are aware of the fact that people from Sikkim have to go to Calcutta for obtaining passports;

(c) whether the Government are also aware of the distance involved in the journey from Sikkim to Calcutta and also the language/communication problem for the people of Sikkim;

(d) if so, whether the Government have any proposal to help the people of Sikkim by way of opening a Passport Office in the State;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA) : (a) to (f). Passport services to the applicants from the state of Sikkim are rendered by the Regional Passport Office, Calcutta. Opening of new passport offices is based on certain parameters. Standing Committee of Parliament have recommended that passport offices be located as centrally as possible in contiguous blocks/wards/districts/states which on an average generate 50,000 applications per year. Applications received from the applicants from the state of Sikkim during the last three years averaged around 100 p.a. only. The Regional Passport Office Calcutta is adequately equipped for servicing the applicants from the state of Sikkim.

Chinese Rejection of Selling of Missiles of Pak

2470. PROF. M. KAMSON : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether attention of the Government has been drawn to certain reports indicating that Chinese Foreign Ministry had maintained that China had not sold medium range ballistic missiles to Pakistan;

(b) if so, details thereof;

(c) whether the Government propose to take every care while issuing any statement at an international forum on this issue; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) Yes, Sir.

(b) A spokesman of the Chinese Ministry of Foreign Affairs, in a statement made on 3rd July, 1995, rejected as "groundless" the report that China had sold medium-range ballistic missiles to Pakistan.

(c) and (d) The Government have taken note of the statement made by the spokesman of the Chinese Ministry of Foreign Affairs. Government are also aware of other reports regarding the supply by China of certain categories of ballistic missiles to Pakistan. Government's concerns regarding Chinese supply of sophisticated weapons, including missiles, to Pakistan have been conveyed to the Chinese Government. Government take into account all the available information while taking a position on such issues.

Minerals in Rajasthan and Maharashtra

2471. SHRIMATI VASUNDHARA RAJE :

SHRI ANNA JOSHI :

Will the Minister of MINES be pleased to state :

(a) whether some foreign companies are keen to explore base metals, copper, zinc and some other metals in Rajasthan and Maharashtra;

(b) if so, the detail of those companies; and

(c) the steps taken by those companies to explore the base metals and other minerals in the above States?

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV) : (a) to (c). While some foreign companies have shown interest to explore minerals in Rajasthan and Maharashtra, the Central Government does not maintain a record of proposals made by private companies to the respective State Governments or monitor the progress of these projects.

Compensation to Kuwait Returnees

2472. PROF. P.J. KURIEN : Will the Minister of EXTERNAL AFFAIRS be pleased to refer to the reply given to Unstarred Question No.4779 dated 8th May, 1995 and state :

- (a) the total amount of compensation due to Indians as per the assessment of the UNCC;
- (b) whether UNCC has informed the Government the reasons for enormous delay in disbursing the compensation;
- (c) if so, the details thereof; and
- (d) the steps taken by the Government so far in realising the compensation?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA) : (a) Indian claims for an asserted value of US \$ 3.5 billion have been lodged with the UNCC. Since the UNCC is currently examining small individual claims only, it is not possible to indicate the total compensation payable to the Indian claimants as per assessment of UNCC.

(b) Yes, Sir.

(c) Non-payment of awarded claims has been attributed by the UNCC to lack of sufficient resources in the Compensation Fund.

(d) The Indian Government through its representatives has conveyed its concern at the delay in settlement of claims to the Governing Council of the UNCC.

Anti-India Propaganda by Pak

2473. SHRI KRISHAN DUTT SULTANPURI : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) the fora in which Pakistan indulged in anti-India propaganda during the last six months, forum-wise; and
- (b) the measures taken by the Government to counter such anti-India propaganda?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SALMAN KHURSHID) : (a) Pakistan has sought to indulge in anti-India propaganda at various international fora. During the last six months, meeting of the U.N. Human Rights Commission in Geneva,

currently being held in Geneva and the SAARC Summit are some prime examples where it indulged in anti-India propaganda.

(b) Government of India, at international fora and at the bilateral level, have apprised the world community about the reality of the situation in India and the false and malicious anti-India propaganda being indulged in by Pakistan and the need for the world community to impress upon Pakistan the need to desist from such activities and from its sponsorship of terrorism in India.

[Translation]

Allocation of Sites for Petrol Pumps

2474. SHRI MANJAY LAL : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state:

- (a) whether the Government have formulated any policy to provide some reservation in allotment of commercial plots and land for petrol pumps for ex-servicemen and Scheduled Castes/Scheduled Tribes applicants;
- (b) whether any inquiry has been made regarding violation in this regard;
- (c) the number of applicants belonging to Ex-Servicemen, freedom-fighter Scheduled Caste, Scheduled Tribe and handicapped and general categories who have been allotted land for petrol pumps in Delhi and Haryana during the last three years and the number of applications lying pending for years; and
- (d) the time by which the pending cases will be disposed of?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) There is no policy to provide reservation in allotment of plot/land for petrol pumps for Ex-servicemen and scheduled castes/scheduled tribes applicants.

(b) Does not arise.

(c) The particulars for Delhi for 1993, 1994 and 1995 are as under :

Catagory	land allotted	Applications pending
Ex-servicemen	2	3
Freedom Fighter	1	1
Scheduled Caste	1	11
Scheduled Tribe	-	-
Handicapped	1	4
General	22	56

Allotment of land for petrol pumps in Haryana is concern of the State Government.

(d) As and when the sites are available, the pending cases will be disposed of.

Exchange of Pows with Pak

2475. SHRI SURESHANAND SWAMI : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the number of the Indian prisoners of war died in Pakistani jails during the last three years; and

(b) the number of prisoners of war exchanged between two countries during each of the last three years?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) and (b) According to available information, 54 missing Indian defence personnel are believed to be in custody in Pakistan. Pakistan, however, maintains that there are no Indian defence personnel in its custody.

Government have repeatedly taken up with the Government of Pakistan the question of their release and repatriation to India. These efforts continue.

Government have not received any reports of the deaths of the Indian defence personnel in Pak custody.

No prisoners of war have been exchanged between the two countries in the last three years.

[English]

Overhead Tramway Proposal for Delhi

2476. SHRI R. SURENDER REDDY : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Delhi's planners have recently mooted a proposal of providing an overhead tramway to meet the ever-increasing rush of commuters and growing traffic problems in the Capital;

(b) if so, the details thereof indicating the expenditure involved in the aforesaid proposal if, fructified;

(c) whether the Government have or propose to ascertain the opinions of the environmentalists, eminent town planners, Ministry of Environment and Forests and other concerned Ministries etc. in regard to feasibility, economics, viability etc. of the aforesaid proposal;

(d) if so, the details thereof; and

(e) the present status of the overhead tramway proposal for Delhi?

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

(b) In consultation with the Government of National Capital Territory of Delhi, the Government has decided to

provide high speed tram system, on 9 corridors of Delhi. The High Speed Tram System in Delhi is estimated to cost Rs. 17.60 crores per Km. at 1994 prices.

(c) and (d) Various Ministries/Departments have been associated for in principle formulation of the project. The project is on B.O.T. basis. After detailed engineering is completed by the bidder, the plan will again be sent to the Ministry/Department concerned for concurrence/clearance/information if required.

(e) The scrutiny/evaluation of bids is in progress. It is expected that the system will be operative in 3-4 years.

Out of Turn Allotment of Government Accommodation

2477. SHRI RAJNATH SONKAR SHASTRI :

SHRI JEEWAN SHARMA ;

SHRI GEORGE FERNANDES ;

SHRI RAM PRASAD SINGH ;

SHRI SURENDRA PAL PATHAK ;

DR. MUMTAZ ANSARI ;

SHRI BRAHMANAND MANDAL ;

SHRI DEVI BUX SINGH ;

SHRI R. SURENDER REDDY ;

Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether the Supreme Court has indicted and charged her Ministry of rampant out of turn allotment of Government houses in arbitrary manner pushing out the genuinely needy employees;

(b) if so, the action Government propose to take on the orders of the court;

(c) the details of the orders of the Supreme Court and the action taken on publishing the names of the persons in illegal occupation of Government houses, issue of show cause notice to them, the details of the persons to whom higher class accommodation has been given, with reasons etc;

(d) whether her Ministry has also been involved in the allotment of shops on out of turn basis on licence fee only without following the laid down procedure as has been brought out in the "Jansatta" of July 19, 1995; and

(e) if so, the reasons for flouting the laid down procedures and the corrective action Government propose to take in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) to (c). The Supreme Court while hearing public interest litigation WP(C) : 585/94 has ordered :

- (i) Individual notices, be issued to all the unauthorised occupants to show cause why they be not ejected from the Government premises. The notices be issued within two weeks.
- (ii) A public notice giving the names of persons and necessary particulars should also be published in two English daily news papers and two vernacular news papers published from Delhi on 3 consecutive days.
- (iii) No out of turn allotment shall be made by the Ministry till further orders except on genuine medical grounds, such as the Government employee suffering from TB or Cancer. No other category shall be given out of turn allotment till further orders.
- (iv) No new allotment year should be announced until the present target date is finished and the quarters are allotted to all those who are waiting for last more than 20 years.
- (v) To supply list of all those allotments where the sanction was given in advance and allotments made later on and also file a list of all those allottees who have been allotted quarters of higher category than their entitlement.
- (vi) The Ministry may suggest ways and means by which waiting period can be reduced to less than 5 years.

The directions at (i) and (ii) have been complied with and all out of turn allotments except as mentioned at (iii) above has been stopped. An affidavit is being filed before the Supreme Court with regard to paras (iv) to (vi).

(d) and (e) No waiting list for allotment of commercial premises viz shops/stalls etc. is maintained. Hence the question of allotment of shops/stalls on out of turn basis does not arise. These shops/stalls were built during 1982-83, were lying vacant. Since efforts to dispose off the shops/stalls through auction had failed, these shops/stalls have been assessed on economic licence fee. It has been decided to dispose off the remaining vacant shops/stalls through open tender.

[Translation]

Travel Restrictions on Visit to Kailash and Manasarovar

2478. SHRI SURENDRA PAL PATHAK : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) whether the Government propose to hold talks with China in regard to lifting of travel restrictions on visit to Kailash and Manasarovar so as to restore the position as was in 1962 in this regard;
- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) to (c). In terms of the India-China Agreement of 1954 on Trade and Intercourse between the Tibet Region of China and India, pilgrims from India were visiting Kailash and Manasarovar in accordance with custom. The pilgrimage, which was disrupted in 1960s and 1970s, was resumed in 1981 as a result of a bilateral agreement between India and China. At present, it is being conducted through the Lipulekh Pass. It is Government's constant endeavour to improve the facilities for Indian pilgrims. Government have also suggested additional routes for conducting the pilgrimage so as to improve access for our pilgrims. These matters are presently under discussion with the Chinese Government.

[English]

Complaints from German Company

2479. SHRI INDRAJIT GUPTA : Will the Minister of EXTERNAL AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 7629 dated 29-5-95 and state :

- (a) whether the foreign company had made two specific points which the Himachal Pradesh State Industrial Development Corporation has not been replying;
- (b) whether Government have been apprised by the Indian Mission about these two specific questions asked by the foreign company; and
- (c) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) No, Sir.

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

MOU with Malaysia

2480. DR. K.V.R. CHOWDARY : Will the Minister of SURFACE TRANSPORT be pleased to state :

- (a) whether the Union Government have approved proposals in regard to signing of MoUs with Malaysia for the development of National Highways and Port infrastructure;
- (b) if so, the details thereof; and
- (c) the time by which the MoUs are likely to be signed?

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

- (b) The proposals envisage assistance from Malaysia in the development and implementation of Super National Highways and Port projects.

(c) The MOU in respect of National Highways Projects has already been signed. The MOU in respect of Port projects is yet to be signed.

Container Facility at Paradip Port

2481. SHRI GOPI NATH GAJAPATHI : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether there is a severe scarcity of containers at Paradip Port in Orissa;

(b) if so, the reasons therefor;

(c) whether the shortage of containers has adversely affected the export at the port particularly prawn and other fishes; and

(d) if so, the steps taken to ensure the supply of adequate number of containers at the port?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) The Paradip Port does not handle any container and hence the question of "Scarcity of containers" at this Port does not arise.

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

Financial Agreements with European Economic Community

2483. SHRI DHARMANNA MONDAYYA SADUL : Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether financial agreements for development of minor irrigation projects in Orissa and saline land reclamation in Maharashtra have been signed with European Economic Community in the recent past;

(b) if so, the details thereof; and

(c) the total funds involved in these Projects?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) Yes, Sir.

(b) In July 1995, under the EC Development Cooperation, two projects. "Minor Irrigation Projects" in Orissa and "Saline Land Reclamation Project" in Maharashtra were signed.

The total project cost of the Orissa Minor Irrigation Project is 12.7 million ECU out of which 10.7 million ECU is EC assistance. The project aims at rehabilitating minor irrigation schemes and establishing water distributions, operation and maintenance managed by local farmers. The project also emphasizes on farm development so as to improve small farm productivity and increase job opportunities. It is targeted to benefit 23,000 farming families.

The total cost of the Saline Land Reclamation Project in Maharashtra is 18.1 million ECU, of which EU assistance is 12.7 million ECU. Under the project, saline land in

coastal areas will be reclaimed for agricultural production and in order to preserve the mangrove eco system. It will benefit the poor farming and fishing communities and strengthen local participation in planning, operation and maintenance. The project is targeted to assist 66,000 households through rehabilitation and productivity programmes.

(c) The total funds involved in these projects are ECU 30.8 million.

[Translation]

Ferry Service at Cochin Harbour Port

2484. SHRI MULLAPPALLY RAMCHANDRAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether any warnings about the dangers involved in over loaded ferry service at cochin Harbour/Port have been received by the Government; and

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

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) No, Sir.

(b) Does not arise.

[Translation]

Mission Premises

2485. SHRI SUSHIL CHANDRA VARMA : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the number of countries where Indian Missions have been set up;

(b) the number of Mission functioning in rented premises;

(c) the average expenditure incurred on rent for these premises every year; and

(d) the names of the countries where India is likely to build its own embassy premises in near future?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA) : (a) The Government of India has set up resident Missions in 109 countries.

(b) 55 missions are functioning in rented premises.

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

(d) Premises to house the Indian Mission or to supplement existing accommodation are to be built shortly in the following countries;

1. Saudi Arabia
2. Russian Federation
3. Uzbekistan
4. Bangladesh
5. Qatar
6. United Arab Emirates
7. Nepal
8. Belagus
9. Ukraine
10. China
11. Oman
12. Brazil
13. Poland
14. Germany
15. Nigeria

Indians Stranded in Saudi Arabia

2486. SHRI PARAS RAM BHARDWAJ :
 SHRI MANIKRAO HODLYA GAVIT :
 SHRI MULLAPPALLY RAMCHANDRAN :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether attention of the Government has been drawn to the newsitem captioned "300 Indians stranded in Saudi Arabia" appeared in the "The Hindustan Times" dated July 28, 1995;

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

(c) the steps being taken by the Government to help these Indians?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA) : (a) Yes, Sir. A Saudi national Mr. Ibrahim Al Faisal brought some Indian workers on forged visas. The exact number of these workers is not known. Mr. Faisal was arrested by the Saudi authorities and put in jail. He was released on bail. Fearing punishment he committed suicide by setting himself on fire.

(b) and (c) Eighty one Indian workers had approached our Mission in Jeddah for help. The Mission immediately intervened and took up the matter with the concerned Saudi authorities. Out of these 81 workers, three expressed their desire to go back to India, while 78 workers are trying to change their sponsorship. Two of these workers are without proper job; all others are gainfully employed. The Mission is in touch with the concerned Saudi authorities to find a solution to their problem.

[English]

Indira-Mujib Agreement, 1972

2487. SHRI K. PRADHANI : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the salient features of Indira-Mujib Agreement of 1972 for lasting peace between India and Bangladesh;

(b) whether there was any agreement on provisional settlement of Chakma and Hazing refugees in Arunachal Pradesh; and

(c) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) The salient features of the Treaty of Friendship, Cooperation and Peace between India and Bangladesh of March 19, 1972 popularly known as the Indira-Mujib Agreement are promotion of lasting peace and friendship, reaffirmation of faith in non-alignment and peaceful co-existence, determination to maintain regular contact on matter of mutual interest and development of cooperation in the economic, scientific, technical and cultural fields.

(b) No, Sir.

(c) Does not arise.

Expansion of UN Security Council

2488. SHRI MOHAN RAWALE : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the US has rejected India's call to expand the exclusive five permanent member UN Security Council;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) India along with several other countries took the initiative in co-sponsoring the resolution entitled "Question of equitable representation on and increase in the membership of the Security Council", which was adopted by consensus by the General Assembly in 1992. In pursuance of this resolution, an open-ended working group has been set up by the Un General Assembly, which is continuing discussions on the subject. A growing number of countries, including USA, have supported expansion of permanent members category of the Un Security Council. Candidacy of specific countries is not being discussed at the moment in the working group.

(b) and (c) Question does not arise.

Visit of Leaders from US

2489. SHRI D. VENKATESWARA RAO : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether US Secretary of State for South Asian Affairs and Defence Secretary of US have jointly visited India during the month of January, 1995;

(b) whether they had also visited Pakistan;

(c) if so, whether any concrete efforts were made by India, US and Pakistan to reach an amicable settlement on outstanding issues; and

(d) if so, to what extent US has succeeded in reducing the tension between the two countries?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) The US Secretary of Defence and the Assistant Secretary of State for South Asia affairs visited India in January, 1995.

(b) Yes, Sir.

(c) The US Defence Secretary's visit was in pursuance of the decision during PM's visit to the USA in 1994 to expand Indo-US defence cooperation as part of our overall bilateral relationship and to sign an Agreed Minute on Indo-US defence relations.

The US Defence Secretary's visit to Pakistan was in the context of US-Pakistan bilateral relations.

Settlement of outstanding India-Pakistan issued was not on the agenda of the US Defence Secretary's visit to India.

(d) Does not arise.

US Arms Sales to India

2490. SHRI SULTAN* SALAHUDDIN OWAISI : Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the US has adopted a policy of limiting conventional arms sales to India in view of the present state of its relations with Pakistan;

(b) whether it was disclosed by Defence Technology Security Administration in an article in the Joint Forces Quarterly;

(c) whether US seeks to limit conventional arms transfer to South Asia;

(d) whether this is applicable both for Pakistan and India or to India alone; and

(e) if so, the reaction of the Government there to?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) The United States has no official policy of limiting conventional arms sales to India.

(b) An article published in the Autumn/Winter 1994-95 of the Joint Force Quarterly, a professional military journal of the US Defence Technology Security Administration had stated, inter alia, that "the United States also seeks to limit conventional arms transfers to South Asia, where both India and Pakistan are considered friendly

nations". The Defence Technology Security Administration Office has clarified that the views expressed in the article referred to, as also other articles published in the Joint Force Quarterly, are those of the author and not official US Government's position.

(c) and (d) The United States position is that it does not seek to base its relationships with countries of South Asia on arms transfers.

(e) Indian purchases of US military equipment have been very modest over the years. Government also does not envisage a major arms transfer relationship with the US in the future.

Ganga Water Sharing with Bangladesh

2491. SHRI GEORGE FERNANDES : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether Bangladesh has proposed to involve Nepal in working out a solution to the water dispute about Ganga water sharing; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) and (b) Yes, Sir. Bangladesh since 1978, has been proposing to trilateralise the river waters issue by suggesting construction of storage dams in Nepal. Government is committed to arriving at an equitable, long-term and comprehensive arrangement on water sharing with Bangladesh through bilateral discussions.

Defence Budget of Pakistan

2492. SHRI SHRAVAN KUMAR PATEL : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the Government's attention has been drawn to reports that Pakistan has hiked its defence budget by 15% over last year provision by providing for Rs.334 billions defence expenditure in its budget for 1995-96;

(b) if so, what percentage of the total Pak budget does it constitute; and

(c) what is the Government's reaction to such a rise in defence expenditure by Pakistan in the context of peace-perspective in this sub-continent?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) and (b) Government are aware of the allocation of Pak Rs. 115.25 billion for defence in the Pakistani budget for the year 1995-96. This amount constitutes over 34% of the current expenditure in the Pakistani budget and is a 15% increase over the previous year.

(c) Government have noted Pakistan's high level of defence spending and are of the view that this is not in the interest of peace and development in the region.

Government constantly monitor all developments

having a bearing on national security and take necessary measures to safeguard it.

Talks with China on DF-31 Missile

2493. SHRI NAWAL KISHORE RAI :

SHRI GUMAN MAL LODHA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the Government have directly held any talks with China in regard to its successful firing test of DF-31 missiles which is having a strike range of about 8000 kms; and

(b) if so, when and the reaction of China in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) and (b) It has been reported that China tested the Dong Feng-31 (DF-31) ICBM which has a strike range of 8000 kms. The launch has not been confirmed officially.

Government have made known to the Chinese side some of our security concerns. Our views on disarmament and vertical proliferation of nuclear weapons, including those in our neighbourhood, have also been made known. However, there has been no discussion, so far, on DF-31 ICBM.

Shortage of Paraxylene

2494. SHRI LAKSHMAN SINGH : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether there is any worldwide shortage of Paraxylene, a raw material of DMT/PTA production;

(b) the current prices at which Paraxylene is being imported by Indian DMT and PTA producers;

(c) whether there is a severe shortfall in availability of Paraxylene in India and if so, the details thereof;

(d) whether any Indian Company is exporting Paraxylene; and

(e) if so, the reasons for permitting such exports from India in the face of severe shortage in India?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILISERS, AND MINISTER OF STATE IN MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT (SHRI EDUARDO FALEIRO) : (a) To the extent information is available paraxylene as a raw material for the manufacture of DMT/PTA is in short supply globally.

(b) The prices at which Paraxylene has been recently imported range between US \$ 1550/MT to US \$ 1745/MT o.f.f.

(c) Yes, Sir. There is shortfall in the availability of Paraxylene in India. In the year 1994-95, the shortfall was to the extent of about 20%. During the current year the shortfall is expected to be higher.

(d) Yes, Sir. Recently, a small quantity of Paraxylene was exported by Indian Petrochemicals Corporation Ltd.

(e) As per the current Import-Export Policy, there is no restriction on imports as well as exports of paraxylene.

[Translation]

Coastal Navigation

2495. SHRI ARJUN SINGH YADAV : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the share of coastal transport is very less despite benefits of coastal navigation and the availability of means of international transport in the country;

(b) if so, the reasons therefor; and

(c) the efforts made by the Government so far to make maximum use of the coastal navigation in transport?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTER) : (a) and (b) There has been a steady increase in the growth of Coastal Shipping and from 1.1.1985 to 30.6.1995, 120 vessels were added to the Coastal Shipping tonnage with a net tonnage of 3,30,666 GRT. The tonnage position as on 1.7.1995 is 280 vessels with 6,86,202 GRT. However, the main problems being faced by Coastal Shipping Industry are : i) inadequate berthing facilities at minor ports, ii) enormous documentation involved in Port clearance, iii) absence of exemption from custom duty for import of spare parts for coastal vessels, iv) absence of concession in bunker costs as available to foreign going ships, v) competition offered particularly by Railways which enjoys an implicit subsidy on certain commodities, etc.

(c) Government have relaxed age norms for acquisition of second hand coastal vessels and Section 412 of the Merchant Shipping Act has been deleted giving freedom to Coastal vessels to fix freight rates.

Procedures involved in the acquisition of vessels have also been relaxed.

Assistance to Construct Houses of EWS/LIG in Gujarat

2496. SHRI RATILAL VARMA : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state:

(a) the number of EWS (Economically Weaker Section)/LIG houses constructed in Gujarat State, district-wise during 1994-95 and 1995-96 till date;

(b) the agencies entrusted with the implementation of these schemes under 20-point programme; and

(c) the assistance given by the Union Government both as grants and loans for this purpose during the above period?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) The total number of houses constructed for EWS (Economically Weaker Section) and LIG (Low Income Group) under 20-point programme during 1994-95 & 1995-96 (upto April,95) in Gujarat are as follows :

EWS	-	4467 units
LIG	-	2300 units

(b) and (c) Housing being a State subject, all the schemes are being implemented by the State Governments/UTs according to their needs and priorities. The HUDCO provides loans for construction of EWS and LIG houses under the composite Housing Scheme. During 1994-95, and amount of Rs. 37.17 crores and during 1995-96 (upto 31.7.95) an amount of Rs. 4.10 crores has been released by HUDCO.

[Translation]

Out of Turn Allotment of Government Accommodation

2497. SHRI KHELAN RAM JANGDE : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether the number of Government flats allotted on out-of-turn basis is more than the regular allotment during the past few years;

(b) if so, the details thereof;

(c) whether inquiry has been conducted into all the cases of allotment on out-of-turn basis and on personal consideration;

(d) if so, the outcome thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) and (b) The number of quarters allotted in turn (regular basis) and on out-of-turn basis during the last 3 years is as below :

Year	In turn	Out-of-turn
1992	4562	2256
1993	3335	2057
1994	3145	2811

(c) No, Sir.

(d) Does not arise in view of (c) above

(e) The out-of-turn allotments have been sanctioned by the competent authority.

[English]

Foreign Fishing Vessels

2498. SHRI SARAT PATTANAYAK : Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether Government propose to set up special tribunal to deal with defaulter foreign fishing vessels;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGO):

(a) No, Sir.

(b) Does not arise.

(c) The Maritime Zones of India (Regulation of Fishing by Foreign Vessels) Act, 1981 is in force to effectively check unauthorised fishing by foreign vessels in the Indian Exclusive Economic Zone.

[Translation]

World Bank Aided National Highways

2499. SHRI RAJENDRA KUMAR SHARMA : Will the Minister of SURFACE TRANSPORT be pleased to state the total length of National Highways in kilometre constructed in the country with the assistance of World Bank during the last year and target fixed for the current year?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : The details of length of National Highways constructed (four-laning) under World Bank loan assistance are as under:

State	Length constructed during 1994-95	Length targetted to be constructed during 1995-96
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Haryana	17.8 km.	25 km. wearing course only
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Punjab	10 km.	-
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Tamil Nadu	39.2 km.	-
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Further works of four-laning of stretches of National Highways in the States of Haryana, Punjab and Orissa have been awarded recently and are in progress. The first sections of these stretches are likely to be completed during 1996-97.

Persons of Indian Origin

2500. DR. P.R. GANGWAR : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the persons of Indian origin are treated as second class citizens in some countries;

(b) if so, the names of such countries; and

(c) the fresh efforts being made by the Government to restore their democratic rights?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA) : (a) As per available information no such complaints have been received.

(b) and (c) Does not arise.

[English]

Planning Commission Aid to Power Projects

2501. SHRI SOMJIBHAI DAMOR : Will the Minister of POWER be pleased to state :

(a) the details of amount sanctioned by the Planning Commission to the new power projects during the last three years;

(b) the actual amount spent on those power projects during the period, particularly in Gujarat, project-wise; and

(c) the details of provision made by Planning Commission for new power projects to be taken up during the next three years, State-wise and particularly in the State of Gujarat?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN PATEL) : (a) The approved outlay for new power projects for the year 1992-93, 1993-94 and 1994-95 were Rs. 1139.18 crores, Rs 1352.52 crores and Rs. 1176.26 crores respectively.

(b) The projectwise details of approved outlay and actual expenditure for new schemes for the State of Gujarat are as follows :

(Rs. in Crores)

Year	Name of the Project	Approved	Actual
		Outlay	expenditure
1992-93	Gujarat coastal TPS	27.31	NIL
1993-94	Gandhar CCGT	15.00	NIL
	Gujarat coastal TPS	1.00	
1994-95	Gandhar CCGT	40.00	15.00
	Gujarat coastal TPS	2.50	(anticipated)

(c) Outlays for new power projects are provided by the Planning Commission on a year to year basis.

[English]

Reference of Kashmir in G-7 Meeting

2502. SHRI S.S.R. RAJENDRA KUMAR : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the Government are aware that in the recently held G-7 meeting at Halifax, Canada, the

participating countries made a reference to Kashmir issue;

(b) if so, the contents of the reference;

(c) whether the Government have protested to G-7 countries in this regard; and

(d) if so, the reaction thereof, country-wise?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) and (b) Yes, Sir. The reference to Kashmir appears as part of para 26 in the Chairman's Statement of G-7 Summit held in Halifax, Canada (June 15-17, 1995). The relevant sentence reads as: "We are concerned about the potential for conflict in Kashmir and urge all parties to pursue a peaceful settlement."

(c) and (d) The Government have taken up the matter with the G-7 countries and apprised them of our position that there can be no role for any third party in J&K. The concerned countries have indicated that they appreciate India's position and do not favour multilateralisation of the issue

[Translation]

Demolition of Jhuggies

2503. SHRI SAJJAN KUMAR : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

(a) whether jhuggies were demolished or removed in violation of the decision that no jhuggie, erected prior to 1990, will be demolished or removed without providing alternative site;

(b) whether a committee was constituted under the Chairmanship of the State Minister for Urban Development to consider the matter in regard to providing alternative site to these jhuggie dwellers; and

(c) if so, the report thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGNON) : (a) to (c). In a meeting of the Consultative Committee attached to this Ministry held in 1994, the issue of eviction of a large number of slum dwellers without being provided alternative plots under the relevant plan scheme in operation in Delhi was raised. It was inter-alia suggested that a Committee be constituted to look into these cases. Accordingly a Committee was constituted under the Chairmanship of Minister of State for Urban Development (now Urban Affairs & Employment). The Committee is yet to submit its report to the Government.

[English]

Ban on Movement of Containers

2504. SHRI ANNA JOSHI : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether movement of containers at Jawaharlal Nehru Port has been banned during the current year;

- (b) if so, the details and reasons therefor;
- (c) the time for which the ban remained in force;
- (d) the adverse effect of this ban on export and exporters in term of quantum and earnings; and
- (e) the steps taken by the Government to avoid such uneconomical situation in future?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) No ban has been imposed by the Jawaharlal Nehru Port Trust on the movement of containers at this Port.

- (b) to (e). Do not arise.

Chromite Ore Deposit in Orissa

2505. DR. KRUPAS INDHU BHOI : Will the Minister of MINES be pleased to state :

- (a) the details of the chromite ore deposit areas in Orissa;
- (b) the present estimated chromite ore reserves in those areas;
- (c) whether the chromite mines have been given on lease to private and public sector; and
- (d) if so, the detailed position as on June 30, 1995?

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

[Translation]

Regional Passport Office, Ahmedabad

2506. SHRI. CHHITUBHAI GAMIT : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) the number of applications received and number of passports issued by the passport office at Ahmedabad during each of the last three years;
- (b) the time generally taken in issuing a passport;
- (c) whether complaints have been received from the Members of Parliament, organisations and the applicants in regard to delay in issue of passport;
- (a) the number of applications received and number of passports issued by the passport office at Ahmedabad during each of the three years;
- (d) if so, the details thereof and action taken thereon.

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA) : (a) The total number of applications received and passports issued by Regional Passport Office, Ahmedabad during the last three years is as follows:

	1992	1993	1994
Application received	1,33,283	1,11,325	98,948
Passport issued	1,25,321	1,24,080	1,60,000

(b) Regional Passport Office, Ahmedabad takes about 7-8 weeks to issue a fresh passport.

(c) and (d) Some complaints have been received from Members of Parliament, applicants and various organisations with regard to delay in issue of passports. Appropriate action has been taken for disposal of these complaints.

(e) Government have and shall continue to take steps to streamline the working of Passport Offices and issue passports expeditiously, such as augmentation of staff strength, upgradation of office facilities including computerisation, review of systems and procedures in orders to avoid delays, regular inspections of passport offices and follow-up action.

[English]

Compressed Natural Gas System

2507 : SHRI ANAND RATNA MAURYA : Will the Minister of SURFACE TRANSPORT be pleased to state :

- (a) whether the Government propose to refit its fleet of cars to run on Compressed Natural Gas;
- (b) if so, whether the Ministry has signed a MOU with some companies for supply of equipment;
- (c) if so, the time frame fixed for this conversion project; and
- (d) the steps being taken by the Government to remove the technical problems in completion of this project?

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

(b) to (d). No MOU has been signed but the company, with whom the conversion kits are available for fitment in Ambassador Cars, has been asked to undertake the work of conversion. As per the plan drawn up for this purpose, about 200 vehicles of 38 different Departments are proposed to be converted. Initially, the conversion will be done at the rate of 2 vehicles per day. No technical problem is anticipated at this stage.

PM's Inauguration of SAARC Conference of Speakers

2508. SHRI M.V.V.S. MURTHY : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

- (a) whether the Prime Minister inaugurated SAARC Conference of Speakers and Parliamentarians in New Delhi recently; and

(b) if so, the salient features of the suggestions given by the Prime Minister at the Conference?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) Yes, Sir.

(b) The salient features of the suggestions given by the Prime Minister are summarized below:

(i) The First Conference of the Association of SAARC Speakers and Parliamentarians should set in motion a new trend of developing popular links in the region.

(ii) In the context of the vast resources and potentials in the countries of the region and the need to derive benefit through collective action, PM stressed that it is for the people's representatives to harness the richest of resources through a cooperative and fruitful effort.

(iii) While referring to SAARC cooperation in the area of poverty eradication, PM stated that the focus of a direct attack on poverty and for improvement in the quality of life of vulnerable sections of our societies, gives SAARC a special relevance to our common goals which we should promote energetically, because they also reflect the foremost concerns and priorities of our Parliamentarians.

(iv) PM referred to the notable progress made in several sectors of cooperation during the first decade of SAARC and suggested that the achievements of the second decade should surpass those of the first decade. In this context the Parliamentarians carry special influence and responsibility in realising this vision.

Peace Efforts in Erstwhile Yugoslavia

2509. SHRI PRITHVIRAJ D. CHAVAN : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the Government are playing/or planning to play a major role in the peace efforts in the region of the erstwhile Yugoslavia; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SALMAN KHURSHED) : (a) and (b) Government of India have consistently called for a political settlement in former Yugoslavia. It firmly believes that the pursuit of military solutions is futile and self-defeating and that only a solution which is just, fair, equitable and broadly acceptable to all the parties concerned can endure on the ground. Government of India have been supportive of the efforts of the United Nations and the Contact Group to find a negotiated political solution.

Integrated Rural Energy Programme

2510. DR. K.D. JESWANI : Will the Minister of POWER be pleased to state :

(a) whether any kind of work has been carried out in Gujarat under the Integrated Rural Energy programme;

(b) if so, the details thereof; and

(c) the expenditure incurred thereon during each of the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) : (a) and (b) According to the information obtained from the Ministry of Non-conventional Energy Sources, the Integrated Rural Energy Programme (IREP) has so far been extended to 22 blocks in the State of Gujarat. Under this programme, various energy devices are promoted in the selected IREP blocks.

(c) Funds sanctioned by the Government of India during the last 3 years under the Centrally Sponsored Scheme of IREP are given below :-

1992-93	Rs.46.66 lakhs
1993-94	Rs.51.68 lakhs
1994-95	Rs.11.70 lakhs

Mineral Production in Goa

2511. SHRI HARISH NARAYAN PRABHU ZANTYE : Will the Minister of MINES be pleased to state :

(a) the total quantity of mineral production in Goa during the last three years, year-wise and value thereof, mineral-wise;

(b) the new mining projects taken up for execution and the salient features thereof; and

(c) the total revenue generated for the State and Union Government as a result of mining operations in Goa?

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

[Translation]

Foreign Investment in Indian Mines

2512. SHRI UPENDRA NATH VERMA : Will the Minister of MINES be pleased to state :

(a) the number of foreign investors which have made investment in Indian mines sector so far after adoption of liberalised economic policy by the Government; and

(b) the details and the impact thereof on the domestic investors?

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

[English]

New Urban Development Schemes of Gujarat

2513. SHRI SHANKERSINH VAGHELA

DR. AMRIT LAL KALIDAS :

SHRI DILEEP BHAI SANGHANI :

Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether the Government of Gujarat has submitted any new urban development schemes during the current financial year;

(b) if so, the details thereof; and

(c) the progress made so far in the existing urban development schemes of the State?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS & EMPLOYMENT (SHRI P.K. THUNGON): (a) No, Sir.

(b) Does not arise.

(c) From 1979-80 till date, 43 towns of Gujarat State have been covered under the Centrally Sponsored Scheme of Integrated Development of Small and Medium Towns and Central assistance amounting to Rs.13.10 crores released. Upto December, 1994 the State Government has reported an expenditure of Rs.17.38 crores. The schemes covered include Markets and shopping complexes, roads, drainage works, sites and services, bus stands and other infrastructure facilities.

[Translation]

Gas-based Fertilizer Plants

2514. SHRI DATTA MEGHE : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether the Government have received proposals to set up new gas-based fertilizer plants in Maharashtra;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILISERS, AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT (SHRI EDUARDO FALEIRO) : (a) As per the Industrial Policy Statement issued by the Government on 24th July, 1991, no industrial licence is required for setting up a fertilizer plant. The Government has not received any proposal from its public/cooperative sector undertakings for setting up a new gas-based fertilizer plant in Maharashtra.

(b) and (c) Do not arise.

Renovation of Indian Missions

2515. DR. AMRIT LAL KALIDAS : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) the average expenditure being incurred in a year for the renovation of residences of Heads of Indian Missions and Posts abroad;

(b) whether this expenditure exceeds the budgeted allocation for this purpose; and

(c) if so, the details for the last three years in this regard?

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

[English]

Intimidation of Indians in U.K.

2516. SHRI B.L. SHARMA PREM : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether it has come to the notice of the Government that certain fundamentalist and racist groups like Hizb-ul-Tahrir are involved in intimidation action against Indians in UK; and

(b) if so, the details thereof and the steps taken/being taken by the Government in the matter?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) No, Sir. Though Government is aware of the existence of a radical Islamic Group in UK called Hizb-ul-Tahrir, there have been no specific reports of harassment of Indians in the UK by its supporters.

(b) Does not arise.

Quality of Roads

2517. SHRIMATI MAHENDRA KUMARI :

SHRI AMAR PAL SINGH :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the quality of roads in the country is of international standards;

(b) if so, whether the Central Road Research Institute has taken steps to further improve the quality of roads in the country;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF

SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) No, Sir.

(b) to (d). The Central Road Research Institute has been undertaking research on new materials and techniques for improving the quality of roads under Research & Development schemes sponsored by the Ministry.

[Translation]

Quota for Nepalese Students

2518. SHRI SURYA NARAYAN YADAV : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the Union Government propose to increase the quota of Nepal in Engineering and Medical Colleges in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA) : (a) The allocation of seats for foreign students desiring admission in institutions of higher learning in India is done by the Ministry of Health in the case of Medicine, and Ministry of Human Resource Development in the case of Engineering. Medical seats have been decreasing over the years. The matter has been taken up with the Ministry of Health for an increase in the number of seats for foreign students. If extra seats are made available, the quota for all beneficiary countries, including Nepal, would be increased.

(b) Does not arise.

[English]

Bilateral Relations with Myanmar

2519. SHRI CHITTA BASU :

SHRI RAM VILAS PASWAN :

SHRI SRIKANTA JENA :

Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether the Government have since taken any initiative to strengthen bilateral relations with Myanmar including trade relations since withdrawal of restriction of movement of opposition leader Mrs. Anug San Suu Kyi by the Government of Myanmar;

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

(c) whether the Government propose to resume economic aid to that country and to adopt constructive engagement by building roads on both sides of the borders;

(d) if so, the details thereof;

(e) whether the Government propose to obtain the support of Myanmar to fight insurgency in the border areas;

(f) if so, the details thereof; and

(g) the steps being taken to encourage Myanmar students to pursue studies in India

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) and (b) India continues to work towards maintaining stable and cooperative relations between the two countries. We have welcomed the release of Daw Aung San Suu Aki.

(c) and (d) A proposal for construction of roads in Myanmar aimed at developing the areas contiguous to the India border is also under consideration of Government of India.

(e) and (f) Government of India has sought the Cooperation of the Government of Myanmar in countering insurgency in the North East areas.

(g) Government is providing assistance in Training the Myanmar candidates in various fields under ITEC and also providing facilities of admission to various courses in India.

Regional Passport Office, Hyderabad

2520. PROF. UMMAREDDY VENKATESWARLU : Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there is a huge backlog of Passport applications in the Regional Passport Office in Hyderabad;

(b) if so, the details thereof as on date;

(c) whether a special drive is proposed to be undertaken to clear the backlog of applications; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA) : (a) and (b) The total number of passport applications pending in Passport Office, Hyderabad has been reduced which as on 30.6.1995 was 21,713 compared to 27,541 on 30.6.1994.

(c) and (d) Government have and shall continue to take steps to streamline the working of Passport Offices and issue passports expeditiously, such as augmentation of staff strength, upgradation of office facilities including computerisation, review of systems and procedures in order to reduce delays, regular inspections of passport offices and follow-up action.

India Habitat Centre

2521. SHRI S.M. LALJAN BASHA : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

(a) the original concept behind India Habitat Centre, New Delhi;

- (b) if so, the details thereof;
- (c) whether the original concept has been adhered to;
- (d) whether there is wide divergence between original concept and the final outcome; and
- (e) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS & EMPLOYMENT (SHRI P.K. THUNGON): (a) to (e). India Habitat Centre is registered as a Society under the Societies Registration Act and is an autonomous organisation which is not in receipt of public funds or grants. The Centre has been set up with the objective of developing an integrated physical environment in which various professions and institutions dealing with the different facets of Habitat and Habitat related environmental issues would function, interact and endeavour to resolve Habitat related problems in a coordinated manner, membership to the Centre is decided by a Special Committee considering the above criteria.

Sick Fertilizer Units

2522. SHRI BOLLA BULLI RAMAIAH : Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

- (a) whether four fertilizer units were shut down in the last week of June, 1995 and some more units are on the verge of closure;
- (b) if so, the details thereof?
- (c) the main reasons for their closure?
- (d) whether the Government propose to extend assistance for the revival of these units; and
- (e) if so, the details thereof?

THE MINISTER OF STATE IN MINISTRY OF CHEMICALS AND FERTILISERS, AND MINISTER OF STATE IN MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT (SHRI EDUARDO FALEIRO) : (a) to (c). The three operating units of Fertilizer Corporation of India Ltd. (FCI), namely, Sindri, Ramagundam and Talcher; and the Barauni unit of Hindustan Fertilizer Corporation Ltd.(HFC), were under shut down during the last week of June, 95 for undertaking annual turn around jobs. The production at Durgapur unit had to be temporarily suspended during this period due to equipment breakdown. Production has been resumed in Sindri and Talcher units of FCI and plant start up activities are in progress at Ramagundam unit of FCI and Barauni unit of HFC.

Gorakhpur unit of FCI has been closed since 10.6.90 following an accident in the plant.

(d) to (e) In order to enable FCI and HFC to sustain production of fertilizers at their operating units, Government has agreed to provide additional non-plan budgetary support of Rs.231.50 crores over and above the budgeted amount of Rs.50.50 crores for the current financial year.

The Government has recently approved, in principle, the revival packages for FCI and HFC which envisage revamp of Sindri, Ramagundam and Talcher units of FCI; and Barauni, Durgapur and Namrup units of HFC. Since revamp of Gorakhpur unit of FCI and Haldia project of HFC was not found economically viable, it has been decided to consider the option of attracting private capital for their rehabilitation. The revival packages would entail fresh investment of Rs.2201.13 crores (Rs.1736.29 crores for FCI and Rs.464.93 crores for HFC), apart from capital restructuring and other financial reliefs to these undertakings. Arrangements for funding the revival packages have not been tied up so far. The implementation of the revival packages is contingent on tying up of funding arrangements and approval of the same by the Board for Industrial and Financial Reconstruction (BIFFR), which is a quasi-judicial authority.

Coca Cola

2523. SHRI GURUDAS KAMAT :

SHRIMATI KRISHNENDRA KAUR (DEEPA) :

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

- (a) the details of the manufacturing units set up by M/s Coca Cola and its subsidiaries in the country;
- (b) the total employees of this company in India-including managers and non-managerial employees; and
- (c) the number of foreign nationals employed by this company?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): (a) to (c). The information is being collected and will be laid on the Table of the House.

[Translation]

Jaipur-Delhi National Highway

2524. SHRI GIRDHARI LAL BHARGAVA : Will the Minister of SURFACE TRANSPORT be pleased to state :

- (a) whether the work of construction of four laning of road from Jaipur to Delhi is in progress;
- (b) if so, the total expenditure likely to be incurred thereon;
- (c) the expenditure incurred thereon during 1994-95 and the extent of construction work completed so far; and
- (d) the time by which the remaining work is likely to

be completed alongwith the difficulties being faced in completing the project?

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

(b) Total expenditure amounting to Rs. 279.37 crores are likely to be incurred thereon.

(c) An expenditure amounting to Rs. 31.27 crores has been incurred during the financial year 1994-95. The work in first section of 17 km is nearing completion in the State of Rajasthan except for a small stretch falling in village Dhand. In the second section of 68.5 km, the present progress is 41.25%.

(d) Target dates of completion of various works of four laning are between March, 1996 and Nov. 1999. In village Dhand work is held up due to obstruction by villagers to the acquisition of a small portion of land containing wells and structures.

Violation in Badarpur Mines

2525. SHRI AVTAR SINGH BHADANA : Will the Minister of MINES be pleased to state :

(a) the steps taken by the Government to check illegal mining work in Faridabad and Gurugram;

(b) the number of legal mines which have been forcibly closed down by the State Government in Faridabad district; and

(c) the steps taken/proposed to be taken by the Central Government for the revival of the mines of Badarpur?

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAVA) : (a) to (c) The information is being collected and will be laid on the table of the House.

Enron Power Project

2526. SHRI BRIJBHUSHAN SHARAN SINGH :

SHRI SATYA DEO SINGH :

SHRI CHITTA BASU :

Will the Minister of POWER be pleased to state :

(a) whether the agreement signed with the Enron Company for the power generation at Dabhol in Maharashtra has been scrapped;

(b) if so, the reasons therefor;

(c) whether the Government propose to conduct enquiry in this regard and take action against the persons found guilty in this regard; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) : (a) to (d). Government of Maharashtra has intimated that based on the report of the Cabinet Sub Committee set up by them to review the Dabhol Power Project, the State Government has taken the following decisions :

(i) As the Maharashtra State Electricity Board (MSEB) has discretion to cancel Phase-II, the State Government has decided to cancel Phase-II.

(ii) Agreement for Phase-I should be scrapped and work should be stopped.

Government of Maharashtra has intimated that they have informed MSEB as per the above decisions and MSEB is taking further necessary action in the matter. This is a State project and question of Government of India conducting an enquiry does not arise.

[English]

Unemployed Youth in Urban Areas

2527. SHRI ARVIND TRIVEDI :

PROF. PREM DHUMAL :

SHRI PRAKASH V. PATIL :

SHRI SUSHEEL CHANDRA VARMA :

DR. JAYANTA RONGPI :

Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether the Government have taken any initiative to create more jobs for the unemployed youth in urban areas;

(b) if so, the details thereof;

(c) the number of educated unemployed youth in the country, state-wise as on July 31, 1995;

(d) the number of educated unemployed youths provided with jobs during the past 3 years, years-wise and state-wise; and

(e) the steps taken by the Government to provide employment to the unemployed youths in the country?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS & EMPLOYMENT (SHRI P.K. THUNGON) :

(a) to (e). The information is being collected and will be laid on the Table of the Sabha.

Financial Support to Voluntary NGOs

2528. SHRI BHOGENDRA JHA : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state:

(a) whether financial support is being given to voluntary Non Government Organisation and applications therefor were invited through advertisements;

(b) if so, total number of such applications received selected and financially assisted state-wise during the last three years;

(c) whether an unregistered body centre for NGOs is channelising funds?

(d) if so, the cause of selecting an unregistered body instead of any Government nodal agency; and

(e) the criteria for selection and the list of the same for Delhi and Bihar?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) Yes, Sir. Applications were invited from the Delhi-based organisations.

(b) (i) Applications received	-	31
(ii) Selected and financially assisted	-	10

(c) The Centre for NGOs is a part of Habitat Polytech which is a registered body.

(d) Does not arise in view of the reply to part (c) above.

(e) NGOs with adequate understanding of community problems and possessing adequate skills in community organisation were selected. The list of the beneficiaries in Delhi is enclosed as statement since the selection was confined to Delhi only.

STATEMENT

S.No.	Name of the NGO
1.	Rajiv Neeu Kachwaha Public Charitable Trust.
2.	Indcare Charitable Trust.
3.	Dr. A.V. Baliga Memorial Trust.
4.	Harsh
5.	Love and Care
6.	Sharan
7.	Ashray
8.	The Organisation for Applied Socio Economic System.
9.	Deepalaya
10.	Prachi Educational Society.

World Bank Assistance to SEBs

2529. SHRI J. CHOKKA RAO : Will the Minister of POWER be pleased to state :

(a) whether it is a fact that the Managing Director of World Bank during his visit to India in April, 1995 announced that State Electricity Boards in the country are

not to qualify performance wise for getting investments for power projects from the World Bank; and

(b) if so, the criteria fixed by the World Bank for giving project assistance and the deficiencies noted in the performance of SEBs which include them from getting aid from World Bank?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) : (a) and (b) World Bank has been, suggesting from time to time, various measures to improve the physical and financial health of the power sector which inter-alia include rationalisation of tariff structure of State Electricity Boards and undertaking structural reforms of the power industry at the State level.

Allotment of Land to Housing Societies

2530. SHRI A. INDRAKARAN REDDY : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) the number of Group Housing Societies registered so far and allotted land for construction of flats;

(b) the number among these societies which were allotted land and completed construction of flats; and

(c) the action Government intends to take to weed out bogus members in the societies?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) and (b) DDA has reported that 518 Cooperative Group Housing Societies have been allotted land prior to year 1983. Another 171 societies have been allotted specific plots of land in Dwarka Phase I since 1992, out of these, 110 societies have taken possession of the allotted land on payment of full premium.

DDA has issued completion certificates in respect of 11 societies and provisional Occupancy Certificates in respect of 95 societies.

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

Irregularities in Slum Wing of DDS

2531. SHRI RAJNATH SONKAR SHASTRI : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to refer to the answer given to unstarred question No. 4517 dated December 18, 1991 regarding irregularities in slum wing of DDA and state :

(a) whether the Delhi Government has since examined the matter;

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

(c) if not, the reasons for the delay and by when will the matter be finalised?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) to (c). Government of National Capital Territory of Delhi have reported that the report on the special audit of the Slum Wing of DDA (now M.C.D.) and the observations of the Central Vigilance Commission thereon have been sent to their Anti-Corruption Department, for conducting an enquiry into irregularities and to fix responsibility for the lapses.

MOU With Australian Firm

2532. SHRIMATI CHANDRA PRABHA URS : Will the Minister of STEEL be pleased to state :

(a) whether Kudremukh Iron Ore Company Limited has signed MOU with Australian firm to explore gold and other minerals within Kudremukh region in Karnataka;

(b) if so, the details thereof; and

(c) the estimated quantity of gold and other minerals likely to be explored?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV) : (a) to (c). The Kudremukh Iron Ore Company Limited (KIOCL) has signed a Memorandum of Understanding (MOU) on 20th May, 1995 with Messrs Australian Indian Resources NL, Australia to explore the possibility of extracting gold and other minerals from the Iron Ore Tailings at Kudremukh and its surrounding regions in Karnataka State. The firm has collected samples from Kudremukh mines and tailing piles for testing, results of which will determine the estimated quantity of minerals likely to be explored.

Import of Steel

2533. SHRIMATI VASUNDHARA RAJE : Will the Minister of STEEL be pleased to state :

(a) the annual import of steel at present;

(b) whether Government propose to reduce the import;

(c) if so, the projection made for 1995-96; and

(d) the year by which the steel import is likely to be stopped?

THE MINISTER OF STATE OF STEEL (SHRI SONTOSH MOHAN DEV) : (a) The average annual import of steel during the last 5 years was about 12.7 lakh tonnes.

(b) to (d). Import of steel is now freely allowed. Quantities of import depend upon specific requirements to supplement indigenous availability both in terms of quantity and quality. Government has taken a number of steps to increase the production of steel. Public sector steel plants have taken up expansion and modernisation programme. Government is also encouraging the creation of additional production capacity in the private sector. With the increased availability of steel and improvement in quality, the import

of steel is expected to come down. However, some quantity of steel will always need to be imported, specially those grades and categories which are required only in small quantities in the country.

Clearance of Power Projects

2534. SHRI RAM NAIK : Will the Minister of POWER be pleased to state :

(a) whether it is a fact that a new power project had to get 48 clearances and now it had to get 46 clearances;

(b) whether the Government will consider to further reduce the number of clearances;

(c) if so, the time bound programme for the same; and

(d) the particulars of 46 clearances now necessary?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) : (a) No, Sir. For obtaining techno-economic clearance for a thermal generation project, a developer has to furnish 17 clearances/certificates/documents to the Central Electricity Authority while for a hydro project, 10 clearances are required.

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

Licence Fee by Le Meridian Hotel

2535. SHRI SYED SHAHABUDDIN : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) the annual rent or licence fee payable by the proprietors of Le Meridien Hotel for the Municipal land on which it stands;

(b) the arrears of payments in this regard as on 31st March, 1994;

(c) the legal steps taken for the recovery of the arrears, if any;

(d) whether it is a fact that the Hotel has occupied the side walks which were not included in the licence; and

(e) if so, the steps taken for the vacation of the encroachment?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) Annual licence fee payable by M/s C.J. International Hotel, i.e., Hotel Le Meridien in respect of plot licenced to them is Rs.2.68 crores or 21% of the gross turnover whichever is higher.

(b) As reported by the NDMC, a sum of Rs.30,31,95,007.69 is due from hotel upto 31.3.94.

(c) As the hotel is reportedly paying regular instalments to the Local Body, no legal action is contemplated.

(d) No, Sir.

(e) Does not arise.

Investment Made by Pepsi Company

2536. SHRI SANAT KUMAR MANDAL : Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state :

(a) whether Pepsi Co. India Holdings, has disclosed to the Government the precise break-up of investments made since the grant of approval in February, 1994;

(b) if so, the details thereof; and

(c) the steps Government propose to take to monitor investments made by multinational companies?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): (a) to (c) The information is being collected and will be laid on the Table of the House.

Central Electricity Act

2537. SHRI SANAT KUMAR MANDAL : Will the Minister of POWER be pleased to state :

(a) whether as a sequel to the World Bank sponsored power sector privatisation programme in Orissa, how far the role of the Central Electricity Authority, entrusted with the responsibility of Boards (SEBs) and central power utilities like NTPC, Power Grid, etc., will be diminished;

(b) how far the World Bank-sponsored restructuring project in Orissa will for the state-level regulatory framework be tailored for Indian conditions;

(c) whether Government propose to amend the Central Electricity Act in accordance with World Bank prescriptions; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) : (a) Orissa Government have stated that the provisions of the proposed Orissa Electricity Reform Bill does not infringe on the application of the Electricity (Supply) Act of 1948. However, the draft Orissa reform bill is under consideration of the Government of India.

(b) The Orissa Government have stated that the Reform Act replaces the State Electricity Board in the State if Orissa vests the functions in other bodies. The reorganisation is therefore restricted to bodies functioning within the State of Orissa.

(c) No, Sir.

(d) Does not arise.

Joint Venture Shipping Company

2538. SHRI SANAT KUMAR MANDAL : Will the Minister of STEEL be pleased to state :

(a) whether the Steel Authority of India Ltd. (SAIL), Rashtriya Ispat Nigam Ltd. (RINL) and Kudremukh Iron Ore Company Ltd. (KIOCL) propose to float a joint venture shipping company to handle their inward and outward captive Cargo;

(b) whether these three public sector undertakings

have sought clearance from his Ministry to set up the shipping joint venture (SJV);

(c) if so, his Ministry's reaction thereto;

(d) whether the Madras-based Aumni Shipping Consultants have recommended that the SJV could be set up abroad with an initial corpus of Rs.400 crores;

(e) if so, whether his Ministry has examined this recommendation along with others while granting clearance; if so, their considered opinion on these crucial issues; and

(f) whether this SJV will own its vessels or charter them and whether they will fly Indian flag?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV) : (a) and (b) The Steel Authority of India Limited (SAIL), Rashtriya Ispat Nigam Limited (RINL), and Kudremukh Iron Ore Company Limited (KIOCL) propose to promote joint venture shipping company, primarily to handle captive cargoes of bulk materials being imported and exported overseas.

(c) to (f). The proposal is presently under examination.

Per Capita Generation and Consumption of Power

2539. SHRI BHOGENDRA JHA : Will the Minister of POWER be pleased to refer to the reply given to the Unstarred Question No. 1018 on August, 7, 1995 regarding per capita Generation/consumption of power and state the details of Per Capita generation and consumption of power; State-wise particularly in Bihar during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) : State-wise (including Bihar) per capita consumption of power during 1990-91 to 1993-94 is given in the statement enclosed. The actual energy generation in Bihar from 1991-92 to 1994-95 was 2586 MU, 2963 MU, 2988 MU and 3286 MU respectively.

STATE-WISE ANNUAL PER CAPITA CONSUMPTION OF ELECTRICITY DURING THE YEAR 1991-92,

1992-93 & 1993-94*

(UTILITIES AND NON-UTILITIES)

(in Kwh)

Name of the Region/State 1991-92 1992-93 1993-94*

NORTHERN REGION

Haryana	460.15	507.24	486.98
Himachal Pradesh	206.74	207.94	217.30
Jammu & Kashmir	188.71	188.24	196.53
Punjab	622.40	683.58	702.71
Rajasthan	232.40	246.45	254.00
Uttar Pradesh	174.37	178.62	186.39
Chandigarh	693.33	714.68	665.34

Delhi	746.33	823.26	779.39
Sub-Total	266.53	282.45	288.21
WESTERN REGION			
Gujarat	507.38	538.43	590.36
Madhya Pradesh	267.18	280.59	310.20
Maharashtra	431.84	438.58	459.23
Goa	499.16	540.74	593.38
Daman & Diu	785.90	1014.70	1182.09
Dadra & Nagar Haveli	1049.64	1174.50	1392.07
Sub-Total	391.33	406.21	436.74
SOUTHERN REGION			
Andhra Pradesh	288.27	312.49	344.17
Karnataka	299.15	302.98	323.24
Kerala	195.63	200.10	216.52
Tamil Nadu	333.66	368.85	387.36
Pondicherry	762.29	855.91	843.23
Ladshadweep	172.40	183.20	207.20
Sub-Total	291.88	311.80	334.71
EASTERN REGION			
Bihar	114.69	117.03	124.92
Orissa	298.36	296.95	318.66
West Bengal	151.50	157.70	163.63
A & N Islands	135.93	162.35	168.24
Sikkim	119.98	113.93	116.09
Sub-Total	159.10	162.39	171.57
NORTH-EASTERN REGION			
Assam	98.14	96.77	96.45
Manipur	106.56	103.88	111.03
Meghalaya	124.32	129.10	134.94
Nagaland	76.70	72.90	68.14
Tripura	49.38	58.53	59.57
Arunachal Pradesh	56.59	54.13	66.51
Mizoram	69.41	90.86	101.29
Sub-Total	93.20	93.44	94.43
TOTAL ALL INDIA	269.98	283.10	299.00

Note : * Provisional.

Power to Mini Steel Plants

2540. PROF. UMMAREDDY VENKATESWARLU : Will the Minister of POWER be pleased to state :

(a) whether the Central Government have formulated any scheme to ensure that mini-steel plants get adequate power from different states in 1995-96;

(b) if so, the details thereof;

(c) whether power will be supplied at concessional rates; and

(d) if so, the details thereof?

THE MINISTER OF STATE, IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL): (a) to (d). Distribution of power to various categories of consumers is primarily the responsibility of respective State Government. Power supply to various consumers is decided by the state authorities, keeping in view the priority of consumers as well as demand and availability of power. Steel plants have generally been accorded a high priority by the States.

Tariff for sale of electricity to different category of consumers are fixed by the State Electricity Board with the approval of State Government. The Central Government is, however, not in favour of supply of power at concessional rates to the industry.

Hydro-Based Power Generation

2541. SHRI S.M. LALJAN BASHA : Will the Minister of POWER be pleased to state :

(a) whether the Government are giving emphasis to hydro-based power generation over the next five years;

(b) if so, the reasons for de-emphasising hydro-based power;

(c) whether the World Bank has given any advice in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) : (a) and (b). No, Sir. The VIII Five Year Plan envisages a capacity addition of 9282.15 MW in the hydel sector. The Government is concerned about the declining share of hydro power and steps are being taken to reverse this trend to achieve a 40% share of hydro generation in the total capacity in country.

Besides the projects being implemented by the agencies of the Government, greater participation of the private sector is being encouraged and 73 expressions of interest have already been received for setting up hydel projects in the country.

(c) No, Sir.

(d) Does not arise.

[Translation]

Lease of Mining to TISCO

2542. SHRIMATI GIRIJA DEVI : Will the Minister of MINES be pleased to state :

(a) whether Tata Iron and Steel Company has been assigned the lease of mining of chromite in whole of the area under Sukhinda mines in Orissa;

(b) whether now at the time of renewal of this lease the Union Government propose to assign this mining work by bifurcating this area into pieces despite the recommendations of the Government of Orissa and various other State Government; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAVA) : (a) to (c) Tata Iron and Steel Company Ltd. was granted a mining lease for chrome Ore in Sukinda Valley in Orissa in 1953, was subsequently renewed over an area of 1261.476 hectares in 1970 (effective from 1973) for a further period of 20 years. During 1993, the Central Government granted approval for second renewal of mining lease in favour of TISCO over a reduced area against which the said Company filed writ petitions OJC No.7729 of 1993 and 4701 of 1994. A series of other writ petitions (Nos. 3825, 5422 & 7054 of 1994) were, also filed before Orissa High Court by others. The High Court of Orissa disposed of the writ petitions, filed by M/s. TISCO and others vide its judgement, dated 4.4.95, with specific directions to the Central Government for fresh consideration of the entire matter after duly giving an opportunity of hearing to TISCO and other parties in the writ petitions. In pursuance of the directions of the High Court, the Central Government constituted a Committee for hearing TISCO and other parties in the writ petitions and make recommendations on the question of renewal of mining lease in favour of TISCO. The Central Government after considering the Report of the Committee, the directions of the Hon'ble High Court of Orissa and the Hon'ble Supreme Court and all relevant factors, has in the interest of mineral development approved second renewal of mining lease in favour of TISCO over an area of 406 hectares. TISCO has also filed SLPs in the Supreme Court against above said judgement, dated 4th April 1995.

[English]

High Tension Transmission Wires on Colonies

2543. PROF. UMMAREDDY VENKATESWARLU : Will the Minister of POWER be pleased to state

(a) whether it is a fact that high tension transmission wires are not allowed transit in populated areas in other countries;

(b) whether the Government have issued the guidelines for where and how the high tension transmission lines should be laid;

(c) whether any emphasis has been given to this issue;

(d) whether it has been made clear to the general public that high tension transmission wires are causing serious illness to the people living near them?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) : (a) High tension transmission lines are constructed in populated areas in foreign countries. However, they are required to observe the guidelines/rules laid down for this purpose.

(b) and (c) Indian Electricity Rules, 1956 provide various clearances and other factors to be observed for overhead line conductors from nearest structure/ground. A code of practice in this regard has also been issued by Bureau of Indian Standard under the Indian Standard 5613 (Para II & III/Section 1 and 2) "code of practice on design and maintaining of overhead power lines".

(d) No conclusive information is available of ill effects of high tension transmission lines on human life

Power Generation by Foreign Companies

2544. SHRI SULTAN SALAHUDDIN OWAISI : Will the Minister of POWER be pleased to state :

(a) whether six states which will be privileged to have the country's first foreign owned payment guaranteed power projects have a record of disposing of 50% or more of their present power generation with negligible returns;

(b) if so, whether these states are losing 20% of their power in transmission and distribution without any income;

(c) whether another 30% or more is supplied to agriculture irrigation sector with huge losses;

(d) if so, whether the cost of generation by foreign projects will be double of the cost incurred by the electricity boards of these states under power purchase agreements;

(e) if so, whether the boards will be purchasing the entire generation by the foreign projects; if so, whether any concrete measures in this regard have been worked out by these six states; and

(f) the total foreign projects with these six states and the generation capacity thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) : (a) to (f). The information is being collected and will be laid on the Table of the House.

Commercial Utilisation of Excess Lands

2545. DR. D. VENKTESWARA RAO
SHRI RAM PRASAD SINGH
SHRI PARAS RAM BHARDWAJ .

SHRI MANIKRAO HODLYA GAVIT :

SHRI GURUDAS KAMAT:

Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether the Union Government have decided to allow commercial exploitation of excess urban lands belonging to different department of the Government to increase revenue;

(b) if so, the salient features of the scheme; and

(c) the stage at which the proposal stands at present?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) to (c). The proposal for commercial exploitation of excess urban lands for augmenting budgetary provisions is still under consideration of the Government.

Government Flats Declared Dangerous

2546. SHRI TARA SINGH : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state:

(a) whether a number of Government quarters in Laxmi Bai Nagar and Sarojini Nagar which comes under the administrative control of Estate Office had been declared dangerous by CPWD and got vacated through Estate Office;

(b) if so, the details thereof from the year 1988 onwards;

(c) whether those quarters had never been repaired but allotted to the employees of CPWD by the Executive Engineers unauthorisedly without intimation to the Estate Office;

(d) whether the Executive Engineers are entitled to allot such quarters to the CPWD employees without taking any order of his Ministry;

(e) if so, the details thereof; and

(f) if not, the action Government propose to take against the officials who have allotted such quarters?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) Yes, Sir.

(b) Sarojini Nagar - 26 Nos.
Laxmi Bai Nagar - 10 Nos.

(c) The CPWD have reported that out of 36 quarters, 26 quarters have been repaired, 5 are under repairs and 5 are beyond economical repairs and are being used as store. Colony-wise breakup of repaired quarters with CPWD & Directorate of Estate is as under;

(i) Quarters released to Directorate of Estate :

Sarojini Nagar - 1 NO.

Laxmi Bai Nagar - 7 Nos. (Total 8 Nos.)

(ii) Quarters allotted to CPWD Officers by the Executive Engineer for observation :

Sarojini Nagar - 15 Nos.

Laxmi Bai Nagar - 3 Nos.

Total 18 Nos.

(iii) Quarters under repair :

Sarojini Nagar - 5 Nos.

Laxmi Bai Nagar - Nil

Total 5 Nos.

(iv) Quarters beyond economical repairs :

Sarojini Nagar - 5 Nos.

Laxmi Bai Nagar - Nil

Total 5 Nos.

(d) and (e). No, Sir. However, these repaired quarters were allotted temporarily to CPWD employees for observations.

(f) Quarters after repairs were allotted temporarily by Executive Engineer to CPWD Employees for short period to keep a watch over the repaired quarters. Some of the quarters were got vacated subsequently after watching the quarters and handed over to Director of Estates for regular allotment. For balance of quarters Executive Engineers have initiated action for getting them vacated. Allotment order for all quarters to the aforesaid CPWD Employees, except one have been cancelled and eviction proceedings have been initiated. Allottee of one quarter has got stay order from court against vacation.

Executive Engineers had allotted these quarters for observation purposes and subsequently taken action to evict the allottees and as such no action against them is contemplated.

Sea Erosion

2547. SHRI D. PANDIAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether his Ministry have prepared any plan to save Madras Port areas from damage by sea erosion;

(b) if so, the details thereof and the funds provided for the same during last three years;

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

(d) the time by which the action plan will be completed in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF

SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) and (b) There is no damage to the Madras Port area by Sea erosion. However, a road in the vicinity of Madras Port within the jurisdiction of State Government is suffering from damage by Sea erosion. Madras Port Trust has not spent any money during the last 3 years for this purpose.

(c) and (d) Since the area facing Sea erosion does not fall within the jurisdiction of Madras Port, no action plan has been drawn up by this Ministry so far.

[Translation]

Displaying of Bus Fares

2548. **SHRIMATI SUMITRA MAHAJAN :** Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether any directives have been issued by the Government with regard to display of bus fares in the buses including DTC in Delhi;

(b) if so, whether the Government are paying any attention for compliance of these directives; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) So, far as the buses plying under STA are concerned, the permit conditions provide that the fare table duly approved by STA Delhi shall be displayed permanently outside the vehicle near the entrance, inside the vehicle near the entrance and at the exit, as per specification prescribed by the STA Delhi. As far as the buses of DTC are concerned, the fares are not displayed because the deployment of DTC buses is changed from time to time and in all such cases the fare stages are not uniform.

(b) and (c) Yes, Sir. Appropriate action under M.V. Act, 1988 and rules framed thereunder is taken against the private bus operators, wherever non-compliance of instruction is observed or reported.

[English]

Construction of Bridges

2549. **SHRI BHOGENDRA JHA :** Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether in the Indo-Nepalese border areas in Bihar (northern most areas of Madhubani and Darbhanga) some roads are delinked due to the rivers Bacheharaja, Khiroi, Blutahi Balan, Kamla Balan and whether any Member of Parliament has drawn his attention for the construction of bridges thereon; and

(b) if so, the steps taken or being taken for the construction of bridges over stated sites?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) and (b) This Ministry is primarily concerned with development

and maintenance of National Highways in the country. A letter dated 18.7.95 has been received from Shri Bhogendra Jha, MP in this regard. These bridges would lie on routes other than National Highways and hence will be concern of the State Government.

US Arms Sales to Pak

2550. **SHRI SANAT KUMAR MANDAL :** Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether his attention has been invited to the news item captioned "With Pressler's missive, Pakistan's arms hots up" appearing in the "Financial Express", New Delhi dated July 21, 1995; and

(b) if so, the steps that have been or are being taken through the Indian Embassy in U.S.A. and India's lobbying agents there to ensure blockade of American sales to Pakistan as envisaged in Senator Larry Pressler's campaign for the rigid implementation of his amendment to block arms sales to Pakistan?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) Yes, Sir.

(b) The Indian Embassy in Washington has been explaining India's concerns on the proposed arms transfers to US Congressmen, the media and other opinion-makers. The law firm engaged by the Government has been supplementing the efforts of our Embassy in Washington to project and explain India's concerns on this matter.

Out of Turn Allotment of Government Accommodation

2551. **SHRI HARCHAND SINGH :** Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) the details of allotment of Government accommodation on out of turn basis during the period from January 1994 to June 1995;

(b) the number of applications pending for allotment of Government accommodation on out of turn basis as on June 1995;

(c) whether any order has been passed by the High Court of Delhi on the allotment of Government accommodation on out of turn basis;

(d) if so, the details thereof;

(e) the number of Central Government employees provided accommodation during the last one year on medical grounds; and

(f) the number of cases found bogus after conducting enquiry in this regard and the action taken against them?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) 3719 out of turn allotments were made from January, 94 to June, 95.

(b) No statistics are maintained in respect of applications received for out-of-turn allotment.

(c) No, Sir.

(d) Does not arise in view of 'c' above.

(e) 67 Central Government employees were provided accommodation during the year January, 94 to December 94 from quota meant for officials appointed against 3% quota meant for physically handicapped persons and cases of TB, Cancer & Heart ailments based on the recommendation of the Special Accommodation Committee, which among others, has specialists from medical profession as its members.

(f) The applications for adhoc allotment on medical grounds are place below for Special Accommodation Committee after proper scrutiny and hence no further enquiry is considered necessary.

Encroachment of Public Land

2552. SHRI RAJNATH SONKAR SHASTRI : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to refer to the answer given to USQ 4041 dated 24.3.93 regarding encroachment on public land and state :

(a) whether the High Court of Delhi has given any orders/directions on the report submitted to it by MCD prepared in accordance with its direction; and

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

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) and (b) The information in being collected and will be laid on the Table of the Sabha.

Amount Provided Under NRY to Bihar

2553 SHRI RAMDEW RAM : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state :

(a) the amount provided to the Bihar Government for the implementation of Nehru Rozgar Yojana in various districts of the state; and

(b) the details thereof, district-wise?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGOM) : (a) The Amount provided to the Bihar Government for implementation of Nehru Rozgar Yojana since inception is Rs.3908.11 lakhs.

(b) The funds are directly released to States/UTs as per incidence of Urban poverty and not district-wise.

Counter Guarantee on Projects

2554. SHRI SURENDRA PAL PATHAK : Will the Minister of POWER be pleased to state :

(a) the details of power projects being set up under

the private sector for which Government have provided counter guarantee;

(b) whether this guarantee has been provided in view of the disputed Dabhol Power Project of Maharashtra;

(c) if so, the details in this regard; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) : (a) Government of India have in principle, decided to extend Government of India counter guarantee to the following 8 Fast Track Projects :

- 1.* Dabhol CCGT (695 MW) of Maharashtra.
- 2.* Ib Valley TPS Units 3&4 (2X210 MW) of Orissa.
3. Jegurupadu GBPP (216 MW) of Andhra Pradesh.
4. Godavari GBPP (208 MW) of Andhra Pradesh.
5. Visakhapatnam TPS (1000 MW) of Andhra Pradesh.
6. Zero Unit (250 MW) at Neyveli in Tamil Nadu.
7. Mangalore TPS (1000 MW) of Karnataka.
8. Bhadravati TPS (1072 MW) of Maharashtra.

* counter guarantee has already been signed.

(b) No, Sir.

(c) Does not arise.

(d) To instill confidence among the prospective investors about the private power policy, Government of India has inter-alia decided to extend GOI counter guarantee to State guarantee for State Electricity Boards (SEBs) payment obligations to private generating companies in case of 8 out of 9 initial projects cleared from foreign investment angle.

[Translation]

Mining in Gujarat

2555. SHRI N.J. RATHVA : Will the Minister of MINES be pleased to state :

(a) the steps being taken by the Government for mining the new reserves of Diamond and Gold particularly in the tribal districts of Gujarat;

(b) whether any scheme is going on to impart technical training in mining work particularly in the tribal districts of the state; and

(c) if so, the details thereof and if not, whether the Government propose to introduce any such scheme?

THE MINISTER OF STATE OF THE MINISTRY OF

MINES (SHRI BALRAM SINGH YADAVA) : (a) The State Government of Gujarat has informed that there are no known reserves of Diamond and Gold in the State.

- (b) No, Sir.
(c) Does not arise.

[English]

Subletting of Government Flats

2556. **SHRI A. INDRAKARAN REDDY :** Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether it is a fact that large number of Government servants who own houses in Delhi got Government flats allotted in their names;

(b) whether Government are aware that large number of these flats have been sublet to people at exorbitant rents;

(c) how many cases of subletting came to Government's notice during the past two years; and

(d) the action Government initiated against those found guilty?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) Yes, Sir. As per rules, house owners are eligible for intum allotment.

(b) to (d). On receipt of complaints of subletting, inspections are carried out by the Directorate of Estates and cases where subletting is established action is taken to cancel the allotment. During the period from 1.4.94 to 31.7.95, 1214 quarters have been inspected out of which 541 have reported to be sublet, cancellation has been ordered in 288 cases.

Development of Small and Medium Towns in Orissa

2557. **SHRI GOPI NATH GAJAPATHI :** Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be please to state :

(a) the number of small and medium towns developed in Orissa by the end of the seventh plan under the centrally sponsored integrated development of small and medium towns;

(b) whether any town in the state was selected for development during eighth plan under that scheme; and

(c) if so, the steps taken to develop those towns?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) By the end of VII Plan, 13 towns of Orissa were covered under the IDSMT Scheme.

(b) During the VIII Plan 14 towns of Orissa have so far been selected for development under IDSMT.

(c) Central assistance of Rs. 2.48 crores has been released for the development of these 14 towns. Projects have been approved and their implementation is undertaken by the State Government.

Bharat Gold Mines Limited

2558. **SHRIMATI CHANDRA PRABHA URS :** Will the Minister of MINES be pleased to state :

(a) whether the Government has received offers from foreign companies for reviving Bharat Gold Mines Limited;

(b) if so, the details thereof;

(c) whether a final decision has been taken in this regard;

(d) whether the foreign company to be selected will set up a joint venture and undertake exploration of gold in leasehold areas; and

(e) the time by which a final decision be taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAVA) : (a) to (d). Bharat Gold Mines Limited (BGML) had floated global tenders for fresh exploration and exploitation in leasehold areas and recovery of gold from tailings and in response of the global tenders, offers have been received to set up joint venture. The case of BGML is before the Board for Industrial and Financial Reconstruction (BIFR) who have appointed Industrial Credit & Investment Corporation of India (ICICI) as operating agency for preparing rehabilitation package. BIFR has directed ICICI to incorporate the results of the global tenders in the rehabilitation package.

(e) The final decision is possible only after BIFR have passed an order and sanctioned the scheme.

Amount Spent on Mysore City

2559. **SHRIMATI CHANDRA PRABHA URS :** Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) the amount released by the Union Government to Mysore City under Urban Basic Services for the poor schemes during 1994-95; and

(b) the amount proposed to be released during 1995-96 under the above scheme to Mysore?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) and (b) For the scheme of Urban Basic Services for the poor, the quantum of Central share of assistance is released directly to the States/UTs and not to any particular city. The funds released to Karnataka Government during 1994-95 amount to Rs.110.50 lakhs and the amount proposed to be released during 1995-96 to the State is Rs. 126.60 lakhs.

Water Supply Scheme in Assam

2560. SHRI UDDHAR BARMAN : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether the Government of Assam has submitted any proposal for improvement of water supply in various district with financial assistance from World Bank and other foreign institutions;

(b) if so, the major features thereof and the total cost involved;

(c) whether the Union Government propose to pursue these projects with World Bank and other institutions; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS & EMPLOYMENT (SHRI P.K. THUNGON): (a) and (b) The Government of Assam had submitted proposals for Water Supply Schemes in Greater Guwahati and Greater Jorhat in 1992 for consideration under multi-lateral/bilateral assistance. The Greater Guwahati Water Supply Scheme was to be implemented in three phases at a total cost of Rs.154.28 crores. Similarly the Greater Jorhat Water Supply scheme was to be implemented in two phases at a total cost of Rs.29.10 crores.

(c) and (d) The project reports were scrutinised by the CPHEEO and the State Government was requested to clarify certain issues with respect to plan provisions, capacity building, sustainability of the project and other related issues in October, 1993. The matter is pending with the State Government since then.

Conversion of Leasehold into Freehold

2561. SHRI KRISHAN DUTT SULTANPURI : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to refer to the reply given to Unstarred Question No.7605 on May 29, 1995 and state :

(a) whether Government have since decided upon a modified scheme in the matter as directed by the Delhi High Court;

(b) if so, the details of the same; and

(c) if not, the reasons for the delay as the date specified by the Court for modification was September 30, 1994?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) to (c). Modifications in the scheme of leasehold tenure of land into freehold have been considered by the Cabinet. Modified orders are being issued.

Night Shelters and Sanitation Under NRY in Maharashtra

2562. SHRI ANNA JOSHI : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state:

(a) the number of schemes approved by the Union Government under the Nehru Rozgar Yojana for providing night shelters and sanitation facilities to the pavement dwellers in Maharashtra state during the last three years; and

(b) the details of Central assistance released scheme-wise?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) and (b) the Nehru Rozgar Yojana does not provide for night shelter and sanitation facilities to pavement dwellers. There is, however, another Central Scheme for provision of night shelter and sanitation facilities for urban footpath dwellers, under which, during the last three years i.e. 1992-93, 1993-94, 1994-95, HUDCO has sanctioned 15 projects in Maharashtra. The schemes-wise details of Central subsidy sanctioned for these projects are as follows :

SCHEME -CONSTRUCTION OF PAY & USE TOILETS

S.NO.	Name of City	Subsidy sanctioned (Rs. lakhs)
1.	Bhiwandi	12.16
2.	Gondia	23.24
3.	Kalyan	14.48
4.	Dhule	28.00
5.	Jalgaon	9.66
6.	Gondia	1.68
7.	Chopda	42.00
8.	Shirpur	28.00
9.	Kopargan	21.00
10.	Bombay	180.18
11.	Latur	75.60
12.	Srirampur (Ahemaadnagar)	42.00
13.	Pune	20.30
14.	Parbhani	56.00
15.	Dhule	28.00

[Translation]

Families Living in Jhuggi/Jhopries

2563. SHRI SUSHIL CHANDRA VARMA : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) the number of families and their percentage living in jhuggi-jhopardi in cities and the number of houses required to be constructed to fulfil the objective of providing proper housing to those families;

(b) the method by which the corporation of private sector can be taken to fulfil the objective to provide them proper housing;

(c) whether private sector would wish to earn profit from capital they have invested incase asked to construct houses; and

(d) if so, the incentives that can be given to achieve the objective as well as provide houses of Jhuggi dwellers?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGNON) : (a) The percentage of identified slum population in 1981 was estimated at about 17.5 percent of the total urban population whereas it has been estimated at about 21.5 percent in 1991.

Keeping in view the policies of planned growth of urbanisation, income support and poverty alleviation and together with steps to arrest the growth of slums in urban areas the Government decided to :

- (i) avoid forcible relocation or dishousing of slum dwellers;
- (ii) encourage in-situ upgradation, slum renovation and progressive housing development and conferment of occupancy rights wherever feasible and to undertake selective re-location with community involvement only or clearance of priority sites in public interest;
- (iii) expand provision of water supply, sanitation and other basic services in slums and other settlement occupied by the poor;

(b) to (d). The private developers and the organised sector will be encouraged to invest in various forms of housing and land development by access to finance, speedier approval of schemes and other forms of support, removal of constraints to assembly and development of land, while they will be induced to devote a significant proportion of the investment in housing for lower and middle income groups at affordable prices and conform to non-exploitative practices.

[English]

Idle Fruit Processing Industries

2564. SHRI BHOGENDRA JHA : Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to refer to the reply given dated 7 August, 1995 to Unstarred Question No.1171 and state :

(a) whether in view of the precious fruit processing industries lying idle in one of the most backward areas of the country, the Union Government and the N.G.D.C. are filling the viability report for rehabilitation of these three industries to be seen by the Co-operations or the State Government or under suitable terms and conditions to be leased to private individuals;

(b) if so, the details thereabout; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): (a) to (c) No proposal has been received for the rehabilitation of these three fruit & vegetable processing industries from the concerned societies or the State Government.

Demurrage at Ports

2565. SHRI HARISH NARAYAN PRABHU ZANTYE: Will the Minister of SURFACE TRANSPORT be please to state :

(a) the demurrages incurred at the major ports during each of the last three years, port-wise;

(b) the reasons for the demurrages; and

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

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) The ports do not pay any demurrage. It is paid by the importers/exporters directly to the shipowners or their agents. No statistics of such transactions is being maintained by the ports.

(b) and (c) Do not arise.

Employment Opportunities

2566. SHRI UPENDRA NATH VERMA : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether the employment opportunities has increased in cities during the last three years;

(b) if so, the area where new opportunities of employment has been created;

(c) whether lakhs of labourers particularly textile labourers have lost their jobs due to continuous retrenchment during the last three years; and

(d) whether the Government agree that instead of increasing, employment opportunities have been decreased during the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) to (d). The information is being collected and will be laid on the Table of the Sabha.

Meeting on IISCO

2567. SHRI BASUDEB ACHARIA : Will the Minister of STEEL be pleased to state :

(a) whether there was any meeting called by the Minister and attended by the Steel Secretary and the SAIL Chariman to discuss IISCO just before the tri-partite meeting called by the Prime Minister in June this year; and

(b) if so, what was the outcome of the said meeting?

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

(b) Does not arise.

[Translation]

Bus Stands in Capital

2568. DR. P.R. GANGWAR :

SHRI VILASRAO NAGNATHRAO GUNDEWAR:

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the total number of bus stands in the Capital at present;

(b) whether sheds have been provided to all the bus stands;

(c) if not, whether the Government propose to construct sheds on all the bus stands; and

(d) if so, the time by which these are likely to be constructed?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) At present there are 4600 bus stops in Delhi.

(b) and (c) Bus queue shelters constructed by DTC are existing on about 1750 bus stops in MCD areas. However, NDMC have constructed bus queue shelters on all the bus stands in NDMC areas except on Shantipath, S.P. Marg and Willingdon Crescent. It has not been possible for DTC to construct bus queue shelters on all the bus stands due to paucity of funds.

(d) Programme of construction of Bus Queue shelters is a continuing process depending upon the availability of funds.

[English]

Pak Plan to Obstruct J&K Polls

2569. SHRI SHRAVAN KUMAR PATEL : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether attention of Government has been drawn to the news item that appeared in "The Tribune" dated June 27, 1995 regarding Pak Plan to torpedo J&K Polls; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) Yes, Sir.

(b) Government are aware of Pakistan's concerted strategy to use various means to foment subversion in J&K so as to create an atmosphere of terror and thereby disrupt the political process in J&K, including the conduct of elections.

Government are committed to defeating the designs of the terrorists and their mentors. Government are keeping a close watch on the situation and have already initiated a number of steps to encourage the political process in J&K and to create conditions for a free and fair conduct of polls.

US Military Equipment to Pak

2570. MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether attention of the Government has been drawn to the newspaper Report appearing in Washington Post dated July 3, 1995 regarding sale of Military Equipment worth \$ 331 million to Pakistan by the US;

(b) whether Government are aware that this violates Pressler Amendment;

(c) whether the Government have conveyed its concern to the US;

(d) if so, the details thereof;

(e) whether any useful result have been achieved by the Lobbyist hired by the Government in the US in this regard; and

(f) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) Yes, Sir.

(b) The US Administration is seeking a one-time waiver of the Pressler Amendment to effect the transfers.

(c) Yes, Sir.

(d) Government has made its strong opposition to the US Administration's proposal to transfer military

equipment worth \$ 368 million to Pakistan clear to the US at various levels, both in India and the US. Government have emphasized that the direct and adverse impact of this military package on India's security is likely to trigger an arms race in the region.

(e) Yes, Sir.

(f) The law firm engaged by Government has been supplementing that efforts of our Embassy in Washington to project and explain India's concerns on this matter to members of the US Congress, media and other opinion-makers.

World Bank Loan for Mumbai Sewage Scheme

2571. SHRI RAM NAIK : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether the Government propose to seek help of local social and non-Governmental/organisations in implementation of the scheme under World Bank loan for Mumbai Sewage Scheme; and

(b) if so, the guidelines decided by the Union Government to select the above organisations?

THE MINISTER IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) :

(a) The Mumbai Sewage Scheme will be implemented by the Municipal Corporation of Greater Bombay (MCGB) with World Bank assistance. It is envisaged to implement the slum sanitation component under the scheme with the help of Non-Governmental Organisations.

(b) The guidelines prescribed by the World Bank for availing such services will be followed by the implementing agencies.

[Translation]

Pending Power Projects in Private Sector

2572. DR. LAL BAHADUR RAWAL : Will the Minister of POWER be pleased to state :

(a) whether the applications received from the private companies for power supply are lying pending with the Government;

(b) if so, the names of the private companies which are taking initiatives for generation of power in adequate quantum and the location thereof; and

(c) the time by which the pending projects would be approved and thereby implemented and the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) :

(a) to (c) Information is being collected and will be laid on the Table of the House.

[English]

Construction of Bombay-Pune Highway

2573. SHRI N. DENNIS : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether there is any proposal to handover the work of construction of Bombay-Pune Highway between Kon village to Town Dahu to private agency;

(b) if so, the details thereof;

(c) whether this highway forms part of National Highway; and

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

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) A new expressway between Bombay and Pune is proposed to be developed with private sector participation.

(b) and (c) The Government of Maharashtra is taking steps to acquire the land along the proposed alignment and take other measure for implementing the project. This section will form part of the Super National Highway No.1.

(d) It is too early to indicate the completion date.

Action Against Defaulting Flat Allottees

2574. SHRI RAJENDRA AGNIHOTRI : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether DDA issued arrest warrants against defaulting flat allottees;

(b) if so, the reasons for the same;

(c) the details of the flats constructed by the DDA for Government employees;

(d) the criteria to allot the flats;

(e) whether the flats constructed are less than the requirements; and

(f) if so, the action being taken to fulfil the requirement?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) and (b) DDA has reported that accounting to the terms and conditions of allotment of DDA flats on hire purchase basis, the allottees are required to pay their monthly instalments by the 10th of each month. In a number of cases, the allottees have defaulted in payment of their monthly instalments despite issue of defaulter notices, no recovery certificates, etc. In order to effect recovery of outstanding dues, DDA has initiated action against such defaulters under the Punjab Land Revenue Act, 1887 and arrest warrants have been issued to 16 cases of defaulting allottees under the said Act.

(c) Availability of General Pool residential Accommodation in Delhi is 63760, which includes all types of quarters.

(d) Government flats are allotted to the Government employees employed in an eligible office in an eligible zone in accordance with the pay drawn by the employee on a cut-off date prescribed for an allotment year which is of two years. Applications are invited, on restricted basis. While the priority upto Type IV is determined on the basis of date of entry into Government service, in case of higher types of accommodation, it is based on the salary drawn on prescribed cut-off date.

(e) Yes, Sir.

(f) To augment the availability of quarters in Delhi in General Pool, 518 quarters have been sanctioned for construction during 1994-95.

Pepsico INC.

2575. SHRI DHARAM PAL SINGH MALIK : Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state :

(a) whether the Government had while granting approval to Pepsi Co Inc. imposed a condition on PepsiCo Inc. that the proposed holding company would not fund any project without prior approval of the Government;

(b) whether the Government have imposed a further condition that investment by the holding company in India in any venture shall be subject to the prescribed approvals under relevant Rules and Regulations governing such investment;

(c) whether the holding company, set up by PepsiCo Inc. viz. PepsiCo. India Holdings has made investment in any venture;

(d) if so the names of each of such companies or concern and the investments made in each of them; and

(e) whether prior approval was sought by PepsiCo India Holdings for each of such investments in accordance with the terms of the Government approval?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOLI):

(a) The approval is subject to the condition that the holding company shall not fund the purchase of shares from Indian shareholders in M/s Pepsi Foods Ltd. or in the joint venture EOU project in Madras or any other projects without prior approval of the Government.

(b) Yes, Sir.

(c) to (e). Information is being collected and will be laid on the Table of the House.

[Translation]

Govt. Accommodations at Disposal of Govt. Deptts/ Ministries

2576. SHRI RAMASHRAY PRASAD SINGH : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether some Government quarters have been placed from the General Pool at the disposal of some of the Government Department/Organisations by creating a separate quota/pool;

(b) if so, the names of those departments/ organisations and the number of Government quarters/ units placed at their disposal;

(c) whether on a further demand from these departments/organisations some more Government residential quarters/units have also been placed at their disposal;

(d) if so, the names of the departments/organisations and the type of Government quarters/units placed at their disposal;

(e) whether dependants of Government employees on their retirement from the service of these departments/ organisations are entitled/eligible for regularisation/ad-hoc allotment of Govt. residential quarters/units from the Directorate of Estates; and

(f) if so, the details in this regard and the procedure followed in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) Yes, Sir.

(b) The number of quarters placed at the disposal of different departments to form their own pool and where officials are not eligible for allotment from general pool is as below :

Lok Sabha	780
Rajya Sabha	419
Govt. of India Press	1226
Defence	697
Indira Gandhi National Centre of Arts New Delhi	15

(c) No, Sir.

(d) Does not arise.

(e) No, Sir.

(f) Does not arise.

[English]

Import of Coal by Sail

2577. SHRI AMAL DATTA : Will the Minister of STEEL be pleased to state :

(a) the quantity of coke imported by SAIL during the last three years; year-wise;

(b) the prices at which such import has been made and being made at present;

(c) the foreign exchange outflow as a result of these imports;

(d) the year since when coke is being imported into the country; and

(e) the effect of these imports on the quality and cost of steel?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV) : (a) to (e). The Steel Authority of India Limited (SAIL) has not imported coke. However, SAIL has been importing "Low Ash Metallurgical Coking Coal" of prime quality since 1978-79 as a quantitative and qualitative supplement to the indigenous coking coal to meet the total requirement of Steel Plants. Imported coking coal helps to improve coke quality because of its superior coking propensities. Better quality of coking coal with low ash content improves blast furnace productivity, results in reduction of coke rate and this in turn reduces the production cost.

The quantity of coking coal imported by SAIL based on actual receipts, foreign exchange involved, total approximate value including freight and average landed price (cost of coal plus ocean freight) during the last three years are as follows :

	1992-93	1993-94	1994-95
1. Total quantity(Million Tonnes)	4.248	4.750	5.385
2. Foreign exchange involved-US\$ million (coal invoice value plus freight paid inUS\$ to the foreign vessels engaged against FOB (T)contracts)	229.1	247.3	297.4
3. Approx. value including freight in crores Rupees (aprox. Rs. equivalent of Sl. No. 2 above plus the freight paid to Indian vessels in Indian Rupees)	779.6	889.1	1023.8

4. Average landed price (cost of coal plus ocean freight) - in Rupees/Tonne	1835	1872	1901
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[Translation]

Withdrawal of Excise Duty on Fruits and Vegetable Products

2578. SHRI RAJENDRA KUMAR SHARMA : Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state :

(a) whether the Food Processing Industries have developed to a great extent due to withdrawal of excise duty on fruits and vegetable products; and

(b) if so, the percentage of the growth mauled consequent upon the withdrawal of excise till date?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI) : (a) and (b) In the last four years, most food products including processed fruits and vegetable products have shown good growth. The growth of commercially processed fruits and vegetable products other than sun-dried and fried products for the calendar years 1991, 1992, 1993 and 1994 has been 28.57%, 30.28%, 19.19% and 20.59% respectively. This growth rate can be attributed to the cumulative effect of several factors such as developmental and promotional activities by the Government, increase in per capita income and purchasing power, increase in exports, withdrawal of excise duty on fruits and vegetable products as well as reduction of excise and customs duties on packaging materials, capital goods, etc. It is not possible to isolate the percentage of growth due to any one factor such as withdrawal of excise duties on fruits and vegetable products.

[English]

Central Electricity Authority

2579. SHRI K. PRADHANI : Will the Minister of POWER be pleased to state :

(a) whether it is a fact that there is disparity between the cost estimates of the Ministry and Central Electricity Authority for the same projects;

(b) if so, the reasons for such disparity;

(c) percentage of disparity between the two estimates; and

(d) whether the Government propose to bring about reconciliation between the two?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) : (a) No, Sir. The cost estimates are prepared by the concerned project authority and the Central Electricity Authority (CEA) appraises the cost estimates.

Ministry of Power does not estimate the costs of projects.

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

Rohini Residential Scheme

2580. SHRI BALRAJ PASI :

DR. LAXMINARAYAN PANDEYA :

SHRI RAMASHRAY PRASAD SINGH :

Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether most of the registrants of Rohini Residential Scheme have been upset due to excessive delay in the implementation of the scheme;

(b) whether it is also a fact that many registrants have since died;

(c) whether rules provide for transfer of registration of living/dead registrants to their next of kin and kin;

(d) if so, the exact procedure for the same & the time normally taken in execution of the said change;

(e) whether there are complaints that the present procedure for mutation is time consuming & cumbersome; and

(f) if so, action taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) D.D.A. has reported that the scheme was launched in the year 1981 and 82384 registrants got their names registered in their respective categories i.e., MIG, LIG and Janta, out of which about 39,000 registrants are still on the waiting list.

(b) No such record is maintained. However, information is received from the legal heirs about death of the registrants in connection with transfer of registration/allotment.

(c) Yes, Sir.

(d) As soon as a request is received from the applicant/legal heir for transfer of registration/allotment, a set of certain forms is sent to him for completing the required formalities. On receipt of the required documents, report of Legal Deptt. is obtained and thereafter local verification is also carried out to ensure the genuineness of the legal heirs. On completion of above formalities, mutation is effected. Normally, it takes about six months but it also depends on furnishing complete documents by the applicant/legal heir.

(e) No such complaints have been received. However, if any specific complaint is received regarding delay, the same is looked into by the higher authorities in

DDA.

(f) In order to decide such cases quickly, Lok Adalats are organised in DDA in which applicants/legal heirs are invited to complete the required formalities.

Delhi Water Management

2581. SHRI BIJOY KRISHNA HANDIQUE : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether there has been a study of Delhi's water management by a French expert of Institute of Urbanism of Paris;

(b) if so, the salient features of the study;

(c) whether the recommendations made in the survey have been accepted by the Government; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) No formal or officially sponsored study by a French expert of the Institute of Urbanism of Paris has been made on Delhi's water management.

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

Shortage of Fertilizer

2582. SHRI JEEWN SHARMA : Will the Minister of CHEMICALS & FERTILIZERS be pleased to state :

(a) the states which are likely to face shortage of Fertilizers in the Kharif season because of banning private dealers selling urea and decontrolled fertilizers; and

(b) the reasons for banning the sale of urea and decontrolled fertilizers by private dealers?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILISERS, AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT (SHRI EDUARDO FALEIRO) : (a) and (b). The information is being collected and will be placed on the Table of the House.

[Translation]

Repairing of DTC Buses

2583. SHRI VILASRAO NAGNATHRAO GUNDEWAR; Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Minister has decided to release Rs. 10 crores for repairing etc. of the DTC Buses;

(b) if so, the estimated number of Buses to be repaired with this amount; and

(c) the number of Buses likely to come on the road by the end of this year?

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

(b) A programme for repair of about 1000 held up buses with this amount has been prepared for making them road worthy within 2-3 month's period.

(c) One thousand held up buses are likely to be added in the road worthy fleet upto the end of September, 1995 after necessary repairs. The road worthy fleet at the end of this year would however depend upon the availability of funds.

[English]

Nomination to DDA

2584. SHRI B.L. SHARMA PREM : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether the Government have not yet made nominations from Delhi Legislative Assembly to the DDA as per the DDA Act; and

(b) by when same is likely to be made?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) and (b) The proposal to amend the Delhi Development Act, 1957 to provide for representation of three Members of the Legislative Assembly of Delhi in the Delhi Development Authority is under consideration.

Allotment on Recommendations of M.Ps

2585. SHRI KUNJEE LAL : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state;

(a) the number of Government accommodation allotted on the recommendation of Members of Parliament during the last three years and the number of cases in which such recommendations were not accepted; and

(b) the reasons for not accepting these recommendations?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) and (b) The allotment of quarters is made in turn based on seniority of the Government employee and on out-of-turn basis to the personal staff of Ministers of Central Cabinet, Judges of Supreme Court, Member of Planning Commission, Medical cases covered under the rules and on compassionate grounds in relaxation of rules under SR 317 B 25 by the competent authority. Since allotments are made based on the above criteria, the question of acceptance or otherwise of the recommendations of Members of Parliament does not arise.

Convention of American Physicians from India

2586. SHRIMATI SURYA KANTA PATIL : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) whether attention of the Government has been drawn to the news-item that appeared in Mid-Day dated July 17, 1995 regarding convention of the Association of American Physicians from India;

(b) whether proper protocol was not observed in regard to Indian Union Health Minister and Indian Ambassador to the US who attended the convention and were also denied proper sitting honours; and

(c) if so the details thereof and the action taken by the Government in the matter?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI PRANAB MUKHERJEE) : (a) Yes, Sir.

(b) The Chief Guest at the function was the US President who delivered the inaugural address. The Health Minister and the Indian Ambassador were appropriately seated at the function.

(c) At the end of his speech, when President Clinton and Mrs. Clinton were on their way out of the banquet hall, a large number of the invitees present rushed to present themselves to the President and his wife which resulted in considerable confusion. The circumstances were not considered conducive for the Indian Health Minister to deliver his scheduled speech. The Consul General of India subsequently drew the attention of the organisers to this matter. The members of the organising committee subsequently tendered their apology to the Minister for the disorganisation at the function which they had not foreseen.

Investment in IDPL

2587. SHRI RAM PRASAD SINGH :

SHRI SURYA NARAYAN SINGH :

SHRI RAMASHRAY PRASAD SINGH :

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether the Union Government has decided to invest Rs.11 crore for the revival of Public sector Indian Drugs & Pharmaceutical Ltd. (IDPL);

(b) if so, whether his Ministry has sought the services of an operating agency to evaluate this proposal;

(c) whether Rs.11 crore investment plan has to be cleared by the Finance Ministry;

(d) if so, the details thereof; and

(e) whether this proposal affects the revival of IDPL unit at Madras and if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILISERS, AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT (SHRI EDUARDO FALEIRO) : (a) and (b) The existing revival package for IDPL which was approved by the BIFR on 10/2/1994 envisages fresh financial assistance including a Grant-in-Aid of Rs.66 crores over a period of 3 years beginning from 1993-94. A total sum of Rs.111.31 crores was given to IDPL in last two years i.e. 1993-94 and 1994-95. IDPL management has now proposed modifications in the existing revival package. The modifications, inter-alia, envisage further financial assistance of about Rs. 93 crores.

Under the provisions of Sick Industrial Companies (Special Provisions) Act, 1985, it is only the BIFR who has the powers to appoint an Operating Agency.

(c) to (e). The fresh financial assistance and other reliefs envisaged in the proposed modifications would require approval of the Central Government including the Finance Ministry. The modifications proposed in the revival plan also include the requirements of Madras unit of IDPL.

Breakdown of DTC

2588. SHRI TARA SINGH :

SHRI V. SREENIVASA PRASAD :

SHRI SURENDRA PAL PATHAK :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether attention of the Government has been drawn to the newsitem captioned, "DTC on the verge of breakdown" appearing in the Hindustan Times dated July 11, 1995;

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

(c) whether the Government propose to hand over it to the Government of National Capital Territory of Delhi; and

(d) if so, the factual position in this regard?

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

(b) Although the financial position of D.T.C. is not satisfactory, it cannot be said that D.T.C. is on the verge of breakdown. However, the Government is making all-out efforts to improve the financial position of DTC.

(c) Yes, Sir.

(d) As Delhi has become a Union Territory with a

separate Government, Government of National Capital Territory of Delhi was requested to accept the transfer of DTC. However, Government of National Capital Territory of Delhi have raised a number of conditions before accepting the transfer of DTC.

Power Supply to Agra

2589. SHRI BHAGWAN SHANKAR RAWAT : Will the Minister of POWER be pleased to state :

(a) whether a suggestion is under consideration of the Union Government for supply of uninterrupted electricity to Agra for protecting Taj Mahal from environment pollution;

(b) if so, the details thereof;

(c) the action proposed to be taken by Government thereon;

(d) if not, the Government are preparing any action plan in this regard;

(e) whether the concerned State Government has submitted any action plan to the union Government in this regard; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) : (a) to (f). Yes, Sir. Union Government have decided to make available additional power from Auraiya Gas Based Station and assist UPSEB in upgradation of Transmission and Distribution system in the area to ensure uninterrupted power supply in the Agra-Mathura region. Following the advise of the Union Government, UPSEB has now submitted a project report for upgradation of Transmission and Distribution system of Agra region.

Employment to Poor and Widow

2590. SHRI GOVINDA CHANDRA MUNDA : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state :

(a) whether the Union Government has any proposal under its consideration to constitute a committee for providing employment to poor, widow and helpless women on priority basis;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

[English]

**Out of Turn Allotment of Government
Accommodation**

2591. SHRI BRAJA KISHORE TRIPATHY : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether several Government officials have been allowed to get out-of-turn allotments of Government accommodation one type below their entitlement;

(b) if so, the details thereof; and

(c) the details of out-of-turn allotment to the Government employees;

(d) whether employees have been allotted quarters in the same type as entitled or one type below?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) to (d). The out-of-turn allotment of quarters is normally restricted to one type below entitlement except for Personal Staff of Ministers in the Central Cabinet who are eligible for allotment of entitled type within the quota earmarked for the Minister provided, the official is not a house owner. Out-of-turn allotments have also been made in the entitled type in relaxation of rules by the competent authority. The statistics of out-of-turn allotments made in entitled and one below entitled type are not being maintained separately. The number of out-of-turn allotments made during last 3 years is as below :

1992	-	2256
1993	-	2057
1994	-	2811

US Loan for Roads/Bridges

2592. SHRI BOLLA BULLI RAMAIAH : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether U.S. Government has sanctioned a loan worth Rs. 375 crore to be used for Roads, Bridges highways and Water supply and swerage;

(b) if so, whether HUDCO along with infrastructural leasing financial services will be the sole Model Authorities for using the sanctioned fund;

(c) if so, whether the HUDCO has identified the different projects all over India;

(d) if so, whether any complete programme has been involved in utilising the fund; and

(e) if so, the details of the same?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) No, Sir.

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

NTPC

2593. SHRI CHITUBHAI GAMIT : Will the Minister of POWER be pleased to state :

(a) whether NTPC at the request of Andhra Pradesh Government has agreed to set up the following power plants :

1000 MW Visakhapatnam II

600 MW Metro station near Hyderabad;

(b) if so, whether the power from these stations be distributed to all the States Region as per Government of India's policy approach followed by NTPC since its inception;

(c) if not, whether Government of India and Planning Commission have decided to commit allocation of funds of the order of Rs.6000-7000 crores over and above the normal plan funds to be given to the State of Andhra Pradesh during the next few years;

(d) if so, whether NTPC, NHPC and Nuclear Power Corporation agree to such requests from all State Governments in the country for establishing power stations in their respective States in orders to meet the demand within their States only?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) : (a) and (b) Yes, Sir. The Government of Andhra Pradesh has allotted two power projects, viz., Simhadri thermal power project (1000 MW) and Hyderabad Metro Combined Cycle Power Project (650 MW), to National Thermal Power Corporation (NTPC) for implementation. The entire power generated from these two projects will be supplied to Andhra Pradesh for which NTPC shall enter into legally enforceable commercial agreements with the Government of Andhra Pradesh.

(c) NTPC plans to execute these projects by raising its own resources. No budgetary support will be provided to NTPC by the Government for these projects.

(d) Requests from State Governments for establishing power stations in their respective State are evaluated on the basis of factors such as techno-economic consideration, demand-supply scenario, payment track record and the financial health of the concerned State Electricity Board.

**Promotion in Indian Road Construction Corporation
Limited**

2594. SHRI KARIA MUNDA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the reasons for not promoting eligible SCs/STs who had completed required period as per R & P Rules before December 12, 1993 in Indian Road Construction Corporation Limited;

(b) the details of such employees post-wise and the time by which promotion is likely to be given against chain vacancies;

(c) the details of post-wise chain vacancies in the IRCC; and since when these are vacant;

(d) whether Government has constituted any Committee for IRCC's employees; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) to (e). Some SC/ST employees of IRCC have completed the required eligibility period for promotion as per Rules but could not be promoted. The matter is under consideration.

Spending on MP/Ministers Bungalows

2595. SHRI JEEWAN SHARMA : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state:

(a) whether there is any limit of money prescribed that can be spent in a Minister/M.P. bungalow/flat per year:

(b) if so, the details thereof;

(c) the items on which such money can be spent;

(d) whether there have been cases where more money than prescribed has been spent in bungalows/flats;

(e) if so, the details of such flats and the reasons for excess spending ; and

(f) the action Government propose to take to check such excess spending?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) and (b) A monetary limit of Rs. 40,000/- for a Minister during his tenure and a monetary limit of Rs. 15,000/- for a Member of Parliament during each tenure has been prescribed for carrying out works of Additions/Alterations in the residences occupied by them.

(c) No exhaustive limit of items of works on which expenditure might be incurred, has been laid down.

(d) Yes, Sir.

(e) and (f). The details are given in statements I, II & III attached. Works in excess of the ceiling limits have been sanctioned based on the requirements of the allottee, the justification thereof and availability of funds.

STATEMENT I

List of Excess Expenditure incurred on Minister's Bungalow

Name of the Minister	Bungalow No.	Expenditure Amount from 6/91 (In Rs.)
S/Shri.		
1. S.B. Chauvan	4, K.M. Marg	70,000
2. P.A. Sangma	15, Safdarjung Road	67,300
3. Smt. Sheila Kaul	9, Moti Lal Nehru Marg	76,963
4. Sita Ram Kesari	AB-7, Purana Qila Road	89,356
5. V.C. Shukla	9, Janpath	2,38,261
6. G. Venkut Swamy	2, Jantar Mantar Road	1,12,634
7. Tarun Gogoi	13, T.K. Road	77,884
8. Jagdish Tytler	2, Akbar Roa	53,100
9. Kamal Nath	7, Tuglak Road	1,26,200
10. Arvind Netam	19, Ferozshah Road	87,405
11. Smt. Basava Rajeshwari	6, Ferozshah Road	73,764
12. M. Arunachalam	10, Raisina Road	57,1156
13. Mukul Vasnik	7-B Japnath	67,379
14. P.K. Thungon	AB-3, Pandara Road	40,558
15. Col. Ram Singh	6, Ashoka Road	57,017

16. Salman Khurshid	2, M.L.N. Place	56,401
17. K.V. Thanga Balu	3, H.C. Mathur Lane	69,890
18. Rajesh Pilot	10, Akbar Road	40,327
19. Matang Singh	4, Kushak Road	1,20,000
	1, Dr. R.P. Road	
20. Ram Lal Rahi	47, Lodhi Estates	75,928

STATEMENT-II

List of works where Expeniture beyond Rs. 15,000 was made for Members of Parliament

S. No.	Bangalow/Flats No.	Name of M.P.	Name of work	Ref. of sanction	Amount (In Rs)
LOK SABHA					
1.	171-172 S. Avenue	Prof. Kamson	Pdg. wooden Cup Board	11013/6/90-WI- Vol.II dt. 28.4.94	2500
2.	3, Mahadev Road	Sh. Rajesh Kumar	(i) Addl. door (ii) Covering of front verandah	11014/1/94-WI dt. 15.5.95	5500 10500
3.	169, S. Avenue	Dr. R. Sridharan	A.C. Sheet roofing Car garrage	-do-	17000
4.	1, T.K. Lane	Sh. M.A.A. Fatmi	Raising of Boundary wall	-do-	29600
5.	e, GRG Road	Km Vimla Verma	False Ceiling in Bed Room	-do-	12600
6.	28 Mahadev Road	S.Tara Singh	Covering of front verandah	-do-	10300
7.	5, T.K. Road	Sh. Paras Ram Bhardwaj	P/F Gypsum Board ceiling	-do-	15500
8.	114, S. Avenue	Sh. A.R. Mauga	Renovation of Toilet	-do-	20600
9.	161, N. Avenue	Sh. Virender Singh	P/F Wooden Partition	-do-	4600
10.	27, S. Avenue	Sh. Ishvar Bhai Chauda	P/F Bamboo jaffry	-do-	12500
11.	67, N. Avenue	Sh. Mahesh Kanodia	P/F Bamboo jaffry	-do-	28500
12.	2, M.D. Road	Ms Farida Topno	covering of ground verandah	11014/1/94- WI dt. 15.5.95	8550
13.	115-117 S. Avenue	Sh. S.N. Jatiya	Renovation of both & WC	-do-	14900
14.	20, Willingdon Crescent	Sh. Bhupinder Singh Huda	P/F A.C. Sheet shed	-do-	9300
15.	22, Willingdon Crescent	Sh. Gurudas Kamat	Brick Edge flooring on back side	-do-	13000
16.	26, GRG Road	Sh. Praful Patel	P/F Fibre glass sheet shed	-do-	11500
17.	9, M.D. Road	Sh. Shivsharan Verma	C/o Brick wall & jaffery	11014/2/94-WI dt. 29.6.95	12600

18.	2-4, S. Avenue	Smt. Sunita Mahajan	Renovation of one bath	-do-	16890
19.	1, B.D. Marg	Sh. G.C. Munda	Fibre glass sheet porch in front of bunglow	-do-	12600
20.	2, SA Lane	Sh. Manoranjan	Garrage door	-do-	5700
		Bhakta			

RAJYA SABHA

21.	23, Willingon Crescent	Sh. Ahmed Patel	(i) Extn. of back Verandah	11013/5/90-WI	22900
			(ii) P/F ACC Sheet Shed	dt. 14.1.94	
22.	23, Safdarjung Road	Sh. Sushil Kumar Shinde	(i) P/F Bamboo jaffery	11015/1/94-WI	25500
			(ii) P/F bamboo jaffre at gate	dt. 24.5.94	4400
23.	22, Safdarjung Road	Sh. Sanjay Singh	P/F Sapartek tile Dinning Hall	11015/2/94-WI (C)	12900
				dt. 30.11.94	
24.	11, Akbar Road	Sh. P. Upendra	P/L. C.C. pavement	11015/2/94-WI dt. 30.11.04	7000
25.	7, GRG Road	Sh. Harmchan Singh	Conversion of Europeon WC into Indian WC	11015/4/94-WI dt. 8.6.95	2800
26.	104, S. Avenue	Sh. Suresh Pachauri	P/F wire mesh shutter to window	11015/4/94 WI dt. 8.6.95	29600
27.	11A T.M. Marg	Sh. Jitender Prasad	Conversion of garrage into Guest House	11015/3/94-WI dt. 29.6.95	28500
28.	74, N. Avenue	N. Giri Prasad	P/F Glazed tiles in toilet	-do-	24700
29.	192, S. Avenue	Sh. Sachida Nand	(i) Renovation of toilet	-do-	14800
			(ii) P/F wire mesh shutter	-do-	13900
30.	79-81, N. Avenue	Naunihal Singh	P/F Glazed tiles in bath room WC kitchen	-do-	16070

STATEMENT-III**STATEMENT OF MINOR WORKS SANCTIONED BY MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND EXPENDITURE INCURRED IN EXCESS OF RS. 15,000**

S. No.	Bangalow/Flats No.	Name of M.P.	Name of work	Ref. of sanction	Amount (In Rs)
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LOK SABHA

		S/Shri			
1	Cl/16, Pandara Park	S.C.Mathur	C/o addl. Office & Guest room	DG(W)/28013/3/93- WI Dt. 7.7.93	147700
2.	23, Ferozesah Rd.	Manphool Singh	P/o PVC Tank & 1 Low Level M.U.D.	11013/6/90-WI	7000

3.	Cl/2 H. Road	P.R. Chauhan	Glazing of verandah	-do-	17600
4.	9, H.C. Mathur	T.S. Rao Bhosle	Conversion of coal room bath room	-do -	4400
5.	27, Meena Bagh	B. Akbar Pasa	P/o Bamboo Jaffri & fibre glass sheet.	-do-	7000
6.	7, Canning Lane	Nandi Yellayah	P/F Fibre glass sheet shed	-do-	4600
7.	34, Ashoka Rd.	S.S Owaisi	P/o AC Sheet shed	-do-	8000
8.	18, Dr. R.P. Rd.	Smt. Chandrababha Urs.	P/o Fibre glass sheet shed	-do-	11500
9.	22 -do-	Mahadeepak Singh	P.o AC Sheet shed	-do-	6000
10.	4, Windsor Place	Inderjit Gupta	C/o garrage	11014/1/94-WI (work in progress)	43400
11.	15-AB, Pandara Rd.	V. Krishna Rao	Partition in verandah and wiregauge shutters	11014/2/94-WI Dt. 29.6.95	14000
12.	3, Ferozeshah Rd.	Vijay Kumar	C/o Bathroom	-do-	13000
13.	14-D, -do-	Santosh Gangwar	M.S. Grills	-do-	13800
14.	Cl/6, Pandara Park	L.K. Advani	Wiregauge shutter	-do-	69125
15.	18, Akbar Rd.	Ajit Singh	P/o Bamboo Jaffri	-do-	24000
16.	109, S. Avenue	Y.D. Jharwani	P/F Tiles & Marble flooring in toilet	11013/6/90-WI Dt. 2.6.92	17300
17.	14. Pt. Pant Marg	M.L. Khurana	AC Sheet Car Shed	11013/6/90-WI Dt. 30.3.92	13600
18.	18, Mahadev Rd.	S.K. Mandal	P/F Barbed wire fencing	-do-	14600
19.	2, S.J. Lane	Sunil Dutt	Renovation of bathroom	11013/6/90-WI Dt. 2.6.92	22400
20.	1, Ferozeshah Rd.	L.N. Pandey	Covering of side verandah	11013/6/90-WI Dt. 22.1.93	9500
RAJYA SABHA					
1.	C-1/10, Lodhi	Smt. Vijantimala Bali	Provision for wire Guage shutter	11013/5/93-WI/DG(W)	41000
2.	29, Lodhi Estate	Smt. Sushma Swaraj	Renovation of bathroom	11015/2/94-WI dt. 30.11.94	21800
3.	34, Lodhi Estate	Sh. Iqbal Singh	Renovation of bathroom	-do-	21800
4.	10, Dr. R.P. Road	Sh. J.P. Mathur	Renovation of Toilet & Bath	-do-	23100
5.	4, F/Shah Road	Sh. K.L. Sharma	Constn. Fibre Glass roofing shed	-do-	11936
6.	13-D, F/Shah Road	Sh. K.R. Malkani	Renovation of toilet & Bath	11016/4/94-WI dt. 8.6.95	13500
7.	40, Meena Bagh	Sh. Y. Narayana Swamy	Pdg. wire guage shutters	-do-	30000
8.	32, Canning lane	Sh. V. Rajeshwar Rao	(i) Glazing of verandah (ii) Renovation of 2 Toilets (WORK IN PROGRESS)	11015/3/94-WI dt. 29.6.95 -do-	4200 27500

Constructions in Lutyen Zone.

2596. SHRI ARJUN SINGH YADAV : Will the Minister of URBAN AFFAIRS & EMPLOYMENT be pleased to state:

(a) whether any new buildings have been constructed in the Lutyen zone during the last many years.

(b) if so, the details thereof and the reasons thereof keeping in view the architectural structure of the area; and

(c) the steps being taken to maintain the architectural structure of the area in view of the recommendations of the eminent Architects?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) to (c). 15 building plans for additions/alterations and new constructions have been approved by NDMC in the Lutyen Zone since 1988. The new construction in the Lutyen's Bungalow Zone are being allowed by NDMC in accordance with the guidelines issued by the Central Government on 8.2.88 and the norms laid down in MPD-2001. Action against unauthorised constructions is taken by the authorities concerned as per law.

Private Investors in Power Sector

2597. SHRIMATI DIL KUMARI BHANDARI : Will the Minister of POWER be pleased to state :

(a) the response to the Government policy of inviting investors to set up private power projects;

(b) the number of hydel & thermal power projects which have been undertaken by such investors till date;

(c) the details thereof;

(d) whether the investore have shown preference in selection of areas and type of power generation; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL): (a) to (e). As on date, as per information received from various State Governments/State Electricity Boards (SEBs) and other organisations, expression of interest has been shown for setting up of 243 private power projects (both thermal and hydro) in the private sector. The details of the projects are given in the statement. The response for thermal projects has been better compared to hydro projects.

STATEMENT*Tentative Details of Expressions of Interest by Private Sector Companies*

S.N.	NAME OF PROJECT	FOREIGN/	CAPACITY (MW)	PROV.COST (MW)	NAME OF COMPANY
		INDIAN			
1	2	3	4	5	6
ANDHARA PRADESH					
1.	BHOOPALAPALLY	INDIAN	120 MW	420.00	LEWIS STANLEY ASSOCIATES INC.
2.	CUDDAPAH	INDIAN	420 MW	1,470.000	LEWIS STANLEY ASSOCIATES INC.
3.	EAST GODAVARI	INDIAN	100 MW	350.00	RAYALASEEMA PETRO CHEMICALS LTD.
4.	GODAVARI	FGN./INDIAN-JV	208 MW	748.430	SPECTRUM TECH USA/JAYA FOODS & NTPC
5.	GOPALPALLY	INDIAN	250 MW	875.000	ORIENT PAPER & INDUSTRIES
6.	HYDERABAD	INDIAN	200 MW	700.000	BALAJI HOTEL & ENTERPRISES LTD.
7.	HYDERABAD	INDIAN	200 MW	700.000	G.M.R. VASAVI INDUSTRIES LTD.
8.	HYDERABAD	INDIAN	700 MW	2,450.000	M/S RPPG INDUSTRIES LTD.
9.	HYDERABAD	INDIAN	200 MW	700.000	BALAJI DISTRILLERIES LTD.
10.	HYDERABAD	INDIAN	200 MW	700.000	BALAJI BIOTECH LTD.
11.	JEGURUPADU GBPP	FGN./INDIAN-JV	216 MW	827.000	GVK INDUSTRIES LTD. USA.
12.	KAKINADA	INDIAN	660 MW	2,310.000	M/S KUMAR'S POWER
13.	KAKINADA	INDIAN	250 MW	875.000	M/S. ADVANCED RADIO MASTS
14.	KAKINADA PORT	INDIAN	1000 MW	3,500.000	M/S. HADOSUM PTY.LTD.
15.	KALINGAPATANAM TPS		250 MW	875.000	UNDER BIDDING
16.	KALINGAPATNAM	INDIAN	120 MW	420.000	M/S. KRISHNA GODVARI BASIS POWER
17.	KARIMNAGAR	INDIAN	120 MW	420.000	LEWIS STANLEY ASSOCIATES INC.

1	2	3	4	5	6
18.	KRISHNAPATNAM 'A' TPS	INDIAN	500 MW	1,750.000	GVK INDUSTRIES LTD.
19.	KRISHNAPATNAM 'B' TPS	FOREIGN	500 MW	1,750.000	BESICORP INT. POWER
20.	MACHILIPATNAM	INDIAN	500 MW	1,750.000	ANAGRAM FINANCES LTD.
21.	MANUGURU	INDIAN	1000 MW	3,500.000	SANGHI GROUP OF INDUSTRIES
22.	MANUGURU	INDIAN	500 MW	1,750.000	SRI SIVA POWER LTD.
23.	NELLORE	FOREIGN	530 MW	1,855.000	GSX INTERNATIONAL GROUP INC.
24.	NIZAMABAD	INDIAN	200 MW	700.000	MS. RICHIMAN SILKS LTD.
25.	RAMAGUNDAM	INDIAN	500 MW	1,750.000	MS. ADVANCED RADIO MASTS
26.	RAMAGUNDAM	INDIAN	500 MW	1,603.700	BPL GROUP
27.	RANIGUNTA	INDIAN	200 MW	700.000	BALAJI INDUSTRIAL CORPORATION LTD.
28.	SIMHADRI	INDIAN	1000 MW	3,500.000	NAGARJUNA FERTILIZERS AND CHEMICALS
29.	TWIN GITIES	INDIAN	250 MW	875.000	M/S. RICHIMEN SILKS LTD.
30.	VISAKHAPATNAM	INDIAN	650 MW	2,275.000	ESSAR INVESTMENTS LTD.
31.	VISAKHAPATNAM	INDIAN	500 MW	1,750.000	SHRI SIVA PRIYA POWER LTD.
32.	VISAKHAPATNAM	INDIAN	500 MW	1,750.000	M/S. AMTREX APPLIANCES
33.	VISAKHAPATNAM TPS FGN./INDIAN-JV		1000 MW	4,797.000	ASHOK LEYLAN
34.	VIZIANAGARAM	INDIAN	220 MW	770.000	PAN POWER CORPORATION
35.	WADAPALLY	INDIAN	120 MW	420.000	M/S. KRISHNA GODAVARI BASIS POWER UTILITIES LTD.
TOTAL 35			14403 MW	51,586.130	
ARUNACHAL					
36.	KAMENG HEP	FGN./INDIAN-JV	600 MW	1,800.000	INTER CORP. INDUSTRIES LTD./SNOWY
37.	KHAPSANG GEPP	FGN./INDIAN-JV	48 MW	223.000	INTER CORP./SNOWY MOUNTAIN ENGG.
TOTAL 2			648 MW	2,023.000	
ASSAM					
38.	ADMILLA OPEN CYCLE	INDIAN	9 MW	52.500	DLF POWER COMPANY LTD.
39.	ANGURI GBPP	FOREIGN	280 MW	1,280.000	
40.	BANSKANDI OPEN CYCLE	INDIAN	15.5 MW	78.750	
41.	KARBI LANGI HEP	INDIAN	100 MW	284.300	
42.	NAMRUP TPS EXT	INDIAN	90 MW	315.000	
TOTA 5			494.5 MW	2,10.550	
BIHAR					
43.	CHANDIL TPS	INDIAN	500 MW	1,637.000	RPG ENTERPRISES
44.	JOJOBERA	FOREIGN/ INDIAN-JV	202.5 MW	1,240.000	TATA STEEL/MISSION ENERGY, USA
TOTAL 2			702.5 MW	2,877.000	
DELHI					
45.	BAWANA GPP	800 MW	2,000.000	UNDER BIDDING	
TOTAL 1			800 MW	2,000.000	
GUJARAT					
46.	AKRIMOTA TPS	INDIAN	240 MW	840.000	GUJRAT MINERAL DEV. CORP. LTD.
47.	COASTAL TPS		1000 MW	3,500.000	UNDER BIDDING
48.	GHOCHA		250 MW	875.000	UNDER BIDDING

1	2	3	4	5	6
49.	GIPCL EXPANSION P.P.	INDIAN	145 MW	399.000	GUJRAT INDUSTRIES POWER CO. LTD.
50.	HIZIRA CAPP	INDIAN	515 MW	1,765.940	ESSAR GROUP
51.	JAMNAGAR	INDIAN	500 MW	1,967.000	RELIANCE POWER LTD.
52.	MANGROL TPS	INDIAN	250 MW	1,082.810	GUJRAT INDUSTRIES POWER CO. LTD.
53.	PAGUTHAN GBPP	FOREIGN /INDIAN-JV	655 MW	2,298.140	GUJRAT TORRENT ENERGY CORP. LTD.
54.	PIPAVAR		615 MW	2,152.500	UNDER BIDDING
	TOTAL 9		4170 MW	14,880.390	
	HARYANA				
55.	AMBALA DPP		75 MW	262.500	UNDER BIDDING
56.	FARIDABAD DPP		75 MW	262.500	UNDER BIDDING
57.	GURGAON		75 MW	262.500	UNDER BIDDING
58.	HISSAR TPS		500 MW	1,750.000	UNDER BIDDING
59.	KUNDLI DPP		75 MW	262.500	UNDER BIDDING
60.	MOHINDERGARH DPP		75 MW	262.500	UNDER BIDDING
61.	YAMUNA NAGAR TPS	FOREIGN	700 MW	3,500.000	EISENBERG GROUP OF CO., ISRAEL
	TOTAL 7		1575 MW	6,562.500	
	H.PRADESH				
62.	ALLAIN-DUHANGAN	INDIAN	192 MW	672.000	RAJASTHAN SPINNING & WEAVING MILLS
63.	BASPA-STAGE I		240 MW	840.000	UNDER BIDDING
64.	BASPA-STATE II	INDIAN	300 MW	949.230	JAI PRAKASH INDUSTRIES LTD.
65.	BUDHIL		81 MW	283.500	UNDER BIDDING
66.	CHIRAGAON MAJHGAON		46 MW	161.000	UNDER BIDDING
67.	DHAMWARI HEP	FOREIGN	70 MW	463.080	HARZA ENGINEERING COMPANY, USA
68.	HIBRA HEP	FOREIGN	231 MW	1,020.000	HARZA ENGINEERING COMPANY, USA
69.	KARCHAM WANGTOO	INDIAN	900 MW	3,150.000	JAI PRAKASH INDUSTRIES LTD.
70.	KHOULI		10.5 MW	36.750	UNDER BIDDING
71.	KOL DAM		800 MW	2,800.000	UNDER BIDDING
72.	KUTHR		240 MW	840.000	UNDER BIDDING
73.	MALANA HEP	INDIAN	86 MW	456.000	RAJASTHAN SPINNING & WEAVING
74.	NEOGAL HEP	INDIAN	15 MW	106.120	OM POWER CORPORATION, NEW DELHI
75.	PATIKRI		20 MW	70.000	UNDER BIDDING
76.	RAMPUR		680 MW	2,380.000	UNDER BIDDING
77.	SAL-I		8.25 MW	28.875	UNDER BIDDING
78.	SAWRA-KUDDU		86 MW	301.000	UNDER BIDDING
79.	SHONGTONG KARCHAM		225 MW	787.500	UNDER BIDDING
80.	UHL-III HEP	INDIAN	100 MW	516.000	BALLARPUR INDUSTRIES LTD., DELHI
	TOTAL 19		4327.75	MW 15861.055	
	JAMMU & KASHMIR				
81.	ANS		37 MW	150.000	UNDER BIDDING
82.	BURSER HEP		1020 MW	2,000.000	UNDER BIDDING
83.	CHUTAK		12 MW	100.00	UNDER BIDDING
84.	KISHENGANGA HEP		300 MW	1,000.000	UNDER BIDDING
85.	PAKALDUL HEP		1000 MW	2,000.000	UNDER BIDDING
86.	PARKACHAK		30 MW	200.000	UNDER BIDDING

1	2	3	4	5	6
87.	PARNAI HEP		37.5 MW	150.000	UNDER BIDDING
88.	SAWALKOT		600 MW	2,000.000	UNDER BIDDING
89.	SEWA-II		120 MW	350.000	UNDER BIDDING
	TOTAL 9		3186.5 MW	7,950.000	
	KARNATAKA				
90.	ALMAITI DAM	FOREIGN	600 MW	1,900.000	ASIA POWER COMPANY LTD. (TAPCO) USA.
91.	ANANDKA HEP	INDIAN	9 MW	31.500	ARVIND MILLS, AHMEDABAD
92.	JTPC CO. /INDIAN-JV	FOREIGN	240 MW	838.900	JINDAL GROUP/TRACTBEL, BELGIUM
93.	BIDAR	INDIAN	20 MW	70.000	HMG POWER LTD.
94.	BIJAPUR	INDIAN	150 MW	525.000	KEI ENERGY
95.	CEEVY MHS	INDIAN	6.5 MW	22.750	C.V. MATHEW CHARAYEL, MYSORE
96.	CHUNCHANAKATTE	INDIAN	15 MW	52.500	M/S GRAPHITE INDIA LIMITED
97.	DEVANGONTHA	FOREIGN	76 MW	266.000	INDEPENDENT POWER SERVICES CORPN.
98.	HARANGA LBC HEP	FOREIGN	4.5 MW	15.750	NORTHE EAST ENERGY SERVICES, USA
99.	HEMAVATHY LBC	INDIAN	15 MW	52.500	THE SANDHUF MAGNESE & TRAN OPEA LTD.
100.	HOODY	INDIAN	40 MW	140.000	KHODAY INDIA LIMITED
101.	HOSPET TPS	FOREIGN	500 MW	2,240.000	HOK INTER CONTINENTAL LIMITED, USA
102.	INDI	INDIAN	20 MW	70.000	HMG POWER LIMITED
103.	JAM KHANDI	INDIAN	20 MW	70.000	HMG POWER LIMITE D
104.	KABINI DPH	INDIAN	20 MW	80.000	M/S SUBHASH PROJECT & MARKETING LTD.
105.	KEERTHE HOLE	INDIAN	21 MW	98.000	M/S SUBHASH PROJECT & MARKETING LTD.
106.	KOLAR	INDIAN	20 MW	70.000	M/S SUBHASH PROJECT & MARKETING LTD.
107.	KOPPAL	INDIAN	50 MW	175.000	M/S KIRLOSKAR OIL ENGINE LTD.
108.	KUMARADHARA	INDIAN	48 MW	168.000	M/S BHORUKA POWER CORPN. LTD.
109.	MANGALORE	INDIAN	45 MW	174.410	M/S M.P.P.L.
110.	MANGLORE TPS	INDIAN	1000 MW	5,088.000	GOGENTRIX INC. USA
111.	MANGLORE TPS	INDIAN	360 MW	1,260.000	JAYAPRAKASH ENGG. & STEEL COM. LTD.
112.	NAGARJUNA	INDIAN	1000 MW	4,000.000	JASCO (NAGARJUNA GROUP)
113.	NARAYANPUR LBC HEP	INDIAN	9 MW	31.500	MURDESWARA POWER CORPORATION LTD.
114.	PEENYA	INDIAN	50 MW	175.000	M/S SUBHASH PROJECT & MKTG LTD.
115.	RAICHUR ST.V & VI	FOREIGN	420 MW	1,75.000	PUBLIC POWER INT. INC. (NORTH EAST)
116.	THUBINAXERE	INDIAN	130 MW	455.000	INDIA POWER PARTNERS
117.	TUMKUR	INDIAN	50 MW	175.000	M/S SUBHASH PROJECT & MKTG. LTD.
118.	TUNGA ANECUT	INDIAN	20 MW	70.000	M/S DANDELI STEEL & FERRO ALLOYS LTD.
119.	UPPER KANERI HEP	INDIAN	3.5 MW	12.250	GUJARAT SPINNER CO.
120.	VARAHI IDPH	INDIAN	15 MW	52.500	M/S BHORUKA POWER CORPORATION LTD.
121.	VARAHI TAIL RACE	INDIAN	15 MW	52.500	M/S SANDHUR MAGNESE & IRON OREA LTD.
122.	WHITE FIELD	INDIAN	200 MW	700.000	KARNATAKA BREWERIES & DISTILLERES
	TOTAL 33		5272.5 MW	20,882.060	
	KERALA				
123.	ANAKKAYAM HEP	INDIAN	8 MW	36.000	IDEAL PROJECTS & SERVICES (P) LTD.
124.	BARAPOLE HEP	INDIAN	9 MW	28.730	IDEAL PROJECTS AND SERVICES PVT. LTD.
125.	BOOTHATHANKETTU	INDIAN	16 MW	56.000	SILCAL METALLURGIC (P) LTD.
126.	CHATHANKOTTUNDA II	INDIAN	7 MW	22.010	IDEAL PROJECT & SERVICES (P) LTD.

1	2	3	4	5	6
127.	CHEMBUKADDAVU-II	INDIAN	7 MW	22.290	IDEAL PROJECTS & SERVICES (P) LTD.
128.	KARIKKAYAM HEP	INDIAN	12 MW	42.000	TRAVANCORE ELECTRO CHEMICAL IND. LTD.
129.	KASARGOD	INDIAN	500 MW	1,750.000	FINOLEX CABLES LTD.
130.	KASARGOD TPC	FOREIGN /INDIAN (JV)	1500 MW	5,250.000	RPG INDUSTRIES LTD. (JT. VENTURE)
131.	KUTHUNGAL HEP	INDIAN	20 MW	70.000	INDSIL ELECTROSAEETS LTD.
132.	PALCHURAM HEP	INDIAN	3.5 MW	12.280	IDEAL PROJECTS & SERVICES (P) LTD.
133.	THRIKKARIPUR TPP	INDIAN	420 MW	1,470.000	BPL GROUP
134.	ULLUNKAL HEP	INDIAN	6 MW	21.	TRAVANCORE ELECTRIC CHEMICAL IND. LTD.
135.	VAIPEN	INDIAN	500 MW	1,750.000	FINOLEX CABLES LTD./BLACK &
136.	VILANGAO HEP	INDIAN	7 MW	24.960	IDEAL PROJECT & INDUSTRIES (P) LTD.
137.	WESTERN KALLAR HEP	INDIAN	5 MW	14.240	IDEAL PROJECT & INDUSTRIES (P) LTD.
	TOTAL 15		3020.5 MW	10,569.510	
	MAHARASHTRA				
138.	BHADRAWATI TPS	FOREIGN	1072 MW	5,187.000	ISPAT ALLOYS LTD./ECGD, UK/EDF FRANCE
139.	BHIVPURI CCGT	INDIAN	450 MW	1,340.000	M/S TATA ELECTRIC COMPANIES, BOMBAY
140.	BHIVPURI PSS	INDIAN	90 MW	315.270	TATA ELECTRIC COMP.
141.	DABHOL CCGT (LNG)	FOREIGN	2015 MW	9,051.000	ENROX DEV. CORPN., GE & BECHTEL, USA
142.	KHAPERKHEDA TPS U-5&6	FOREIGN	420 MW	1,353.000	ARANCO LINE SHIPG.CO., MALTA/SINGPOR
143.	KHAPERKHEDA UNITS 3&4	INDIAN	500 MW	1,750.000	M/S BELLARPUR INDUSTRIES LTD.
144.	NAGATHONE GBPP	INDIAN	410 MW	1,435.000	RELIANCE
145.	WANI-WARORA	INDIAN	500 MW	1,750.000	RPG GROUP
	TOTAL 8		5457 MW	22,181.270	
	MADHYA PRADESH				
146.	BHANDER DUEL FUEL	TPS INDIAN	330 MW	1,280.000	ESSAR INV. LTD. BOMBAY
147.	BHILAI TPS	INDIAN-JV	500 MW	2,160.000	JOINT VENTURE OF SAIL, L&T & CEA
148.	BINA TPS	INDIAN	1000 MW	4,000.000	GRASIM IND. LTD.
149.	BIRSINGHPUR TPS	FOREIGN	500 MW	2,000.000	HOUSTON IND. ENERGY INDIA IND.
150.	BURHANPUR DCPD	INDIAN	150 MW	525.000	SUBHASH PROJECTS & MARKETING LTD.
151.	GUNA DUEL FUEL TPS	INDIAN	330 MW	1,155.000	M/S STI, INDORE
152.	GWALIOR (DIESEL) PP	FOREIGN	120 MW	420.000	WARTSILA DIESEL FINLAND
153.	JHABUA	INDIAN	330 MW	1,300.000	M/S KEDIA POWERS LTD.
154.	KOIRBA EAST TPP	INDIAN	250 MW	875.000	M/S RAIPUR ALLOYS & STEELS LTD. RAIPUR
155.	KORBA EAST TPS	FOREIGN	1000 MW	875.000	DAEWOO CORPORATION SOUTH KOREA
156.	KORBA WEST EXTN	INDIAN	420 MW	1,600.000	M/S MUKAND LTD.
157.	KORBA WEST TPS	INDIAN	500 MW	1,687.000	RPG INDUSTRIES LTD.
158.	MAJESHWAR HEP	FOREIGN /INDIAN-IV	400 MW	1,073.000	M/S S. KUMARS/BECHTEL U.S.A.
159.	MANDIEEP DCPD	INDIAN	150 MW	525.000	DCW POWER CORP. LTD., BOMBAY
160.	NARSINGPUR DCPD	INDIAN	150 MW	525.000	M/S GLOBAL BOARDS LTD.
161.	PENCH TPS	FOREIGN	500 MW	2,500.000	SORDS FUND MANAGEMENT USA
162.	PITHAMPUR DCPD	INDIAN	120 MW	420.000	SHAPOORJI PAL-ON-JI POWER COMP.
163.	RAIGARH TPS	INDIAN	1000 MW	4,000.000	JINDAL STRIPS PVT. LTD.
164.	RAJGARH DIESEL FUEL TPS	INDIAN	330 MW	1,155.000	M/S ALPINE INDIAN PVT LTD. INDIA
165.	RATLAM	INDIAN	150 MW	525.000	M/S GVK POWER LIMITED

1	2	3	4	5	6
166.	TAWA HEP (CAPTIVE)	INDIAN	12 MW	65.000	HEG LIMITED
167.	TIKAMGARH	INDIAN	150 MW	525.000	M/S ITC LTD., CALCUTTA
	TOTAL 22		7892 MW	29,190.000	
	ORISSA				
168.	BALIMELA HEP 7&8	INDIAN	120 MW	420.000	M/S. LM.7
169.	BOMLAI TPS	FOREIGN	1000 MW	3,500.000	GALAXY POWER CO., USA & INDECK OF
170.	CHIPULIMA 8	INDIAN	200 MW	700.000	M/S JK CORPN. LTD., NEW DELHI
171.	CHOUWAR C.P.P.	INDIAN	110 MW	385.000	M/S INDIAN CHARGE CHROME LTD.
172.	DUBURI TPS	FOREIGN/ INDIAN-JV	500 MW	1,750.000	KALINGA POWER CORPN (NE POWER, USA)
173.	DURGAPUR	INDIAN	500 MW	1,750.000	J.K. CORPORATION LTD.
174.	HIRAKUD-B	INDIAN	208 MW	1,914.000	M/S. JK COJRPN. LTD., NEW DELHI
175.	HIRMA TPS ST 1	FOREIGN	3300 MW	14,033.000	M/S. CEPA, HONGKONG
176.	IB VALLEY TPS	FOREIGN	420 MW	1,993.630	AES CORPORATION LTD.
177.	JALAPUT TOE	INDIAN	18 MW	63.000	ORISSA POWER CORPORATION LTD.
178.	KAMALANGPA TPS	FOREIGN	500 MW	2,400.000	L & T WITH CEA, USA
179.	LAPANGA TPS	FOREIGN	500 MW	1,750.000	PIONEER & PANDA ENGINEERING,
180.	MESCO	FOREIGN	240 MW	840.000	M/S. INDECK ENERGY SERVICES PVT, USA
181.	NARAJ TPS	FOREIGN	1000 MW	3,500.000	OPGL, INDIA POWER PRT. P LTD.
182.	RENGALI TPS		500 MW	1,750.000	UNDER BIDDING
183.	SAMAL BARRAGE HEP	INDIAN	20 MW	70.000	
	TOTAL 16		9136 MW	36818.63	
	PUNJAB				
184.	GNTOR ST-IV		500 MW	1,750.000	UNDER BIDDING
185.	GOVINDWAL SAHIB		500 MW	1,750.000	UNDER BIDDING
	TOTAL 2		1000 MW	3,500.000	
	RAJASTHAN				
186.	ABU ROAD		75 MW	262.500	UNDER BIDDING
187.	BARSINGSAR TPS		240 MW	840.000	UNDER BIDDING
188.	BHIWADI		75 MW	262.500	UNDER BIDDING
189.	CHITTORGARH TPS	INDIAN	500 MW	1,750.000	CENTURY TEXTILES & INDUSTRIES LTD.
190.	DHOLPUR	INDIAN	700 MW	2,958.000	M/S R.P.G. ENTERPRISES
191.	JAIPUR		75 MW	262.500	UNDER BIDDING
192.	JALIPA		1000 MW	1,967.540	UNDER BIDDING
193.	JODHPUR		75 MW	262.500	UNDER BIDDING
194.	KAPURDI		500 MW	1,932.460	UNDER BIDDING
195.	MIA-ALWAR		75 MW	262.500	UNDER BIDDING
196.	SURATGARH STAGE-II		500 MW	1,597.900	UNDER BIDDING
197.	UDAIPUR		75 MW	262.500	UNDER BIDDING
	TOTAL 12		3890 MW	12,620.900	
	SIKKIM				
198.	TESTA-III		1200 MW	4,200.000	UNDER BIDDING
	TOTAL I		1200 MW	4,200.000	
	TAMIL NADU				
199.	BASIN BRIDGE STAGE-II	INDIAN	200 MW	750.000	GMR VASAVI POWER CORPN. LTD.
200.	CUDDALORE TPS	FOREIGN	1320 MW	5,664.000	INTERNATIONAL CONT. & MKT CORP, USA
201.	GUMMIDE POONDI	INDIAN	1000 MW	3,500.000	VIDEOCON INTERNATIONAL
202.	GUMMIDI POONDI	INDIAN	500 MW	1,750.000	GVK INDUSTRIES

1	2	3	4	5	6
203.	JAYAMKONDAM LIGNITE PP	FOREIGN	1500 MW	4,679.000	MCNALLY BHART ENGG. CO. LTD. & TIDCO J
204.	NORTH MADRAS II	INDIAN	1000 MW	3,500.000	M/S VIDEOCON INTL. LTD., BOMBAY
205.	NORTH MADRAS TPP III	FOREIGN	500 MW	1,750.000	TRI SHAKTI ENGG, MADRAS
206.	PERIYARVAGAI HEP	INDIAN	10 MW	35.000	SILCAL INDUSTRIES LTD, COIMBATORE
207.	PILLAI PERU MALNALLUR	FGN/INDIAN-JV	320 MW	1,120.000	DYNA VISON OF REDDY GROUP
208.	RELOCATION TPS	INDIAN	1520 MW	5,320.000	HMZ POWER LTD.
209.	SAMAL PATTI DEPP	INDIAN	100 MW	350.000	SIV INDUSTRIES LTD., COIMBATORE
210.	SAMAYANLLUR D.E.P.P.	INDIAN	100 MW	384.000	BALAJI POWER CORP P. LTD.
211.	SRIMUSHNAM LIGNITE	INDIAN	250 MW	875.000	TICAPO GM SWAMY ASSOCIATES
212.	TUTORIN IV TPS	INDIAN/ FOREIGN	500 MW	1,750.000	TAMIL NADU PETRO PRODUCTS
213.	VEMBAR TPP	FOREIGN	2000 MW	7,000.000	CRASS CAPITAL CORP & INTEL RESOURCES
214.	ZERO UNIT (NLC)	FOREIGN	250 MW	1,325.110	POWER SYSTEM INC.
	TOTAL 16		11070 MW	39,752.110	
	UTTAR PRADESH				
215.	ALIGARH POWER PROJECT	INDIAN	100 MW	350.000	UNISON POWER LTD.
216.	BOWALA-NANDPRAYAG		132 MW	347.000	UNDER BIDDING
217.	CHANDAUSI POWER PROJ.	INDIAN	100 MW	350.000	INDIA POWER PARTNERS P. LTD.
218.	GAJRAULA POWER PROJ.	INDIAN	100 MW	350.000	ENPRO INDIA LTD.
219.	GREATER NOIDA POWER PROJ.	INDIAN	100 MW	350.000	RPG INDUSTRIES LTD.
220.	JAWAHARPUR TPS	FOREIGN	800 MW	2,896.000	PACIFIC ELECTRIC POWER DEVP. CORP.
221.	KOSI KALA POWER PROJ.	INDIAN	60 MW	210.000	DSM LTD.
222.	LOHARINAG-PALA		520 MW	637.000	UNDER BIDDING
223.	MANERI BHALI II HEP		304 MW	1,064.000	UNDER BIDDING
224.	MORADABAD	INDIAN	100 MW	350.000	GLOBAL BOARDS LTD.
225.	MUZAFARNAGAR P PROJ.	INDIAN	100 MW	350.000	SUBASH PROJECTS & MARKETING
226.	PALA MANERI HEP		416 MW	1,456.000	UNDER BIDDING
227.	PANKI POWER PROJ	INDIAN	100 MW	350.000	DALMIA BROTHERS
228.	REBUSAGAR	INDIAN	140 MW	424.330	HINDALCO INDUSTRIES
229.	ROSA TPS	FOREIGN /INDIAN JV	750 MW	2,587.470	INDO-GULF FERTILISERS
230.	SAHIBABAD POWER PROJ	INDIAN	100 MW	350.000	MODI MIRRLESS BLACK STONE LTD.
231.	SIKENDARABAD P PROJ	INDIAN	100 MW	350.000	DALMIA BROTHERS
232.	SRINAGAR HEP	INDIAN	330 MW	1,510.000	DUNCAN AGRO
233.	TAPOVAN VISHNUGAR HEP		360 MW	1,260.000	UNDER BIDDING
234.	VISHNU PRAYAG HEP	INDIAN	400 MW	868.000	JAIPRAKASH INDUSTRIES
	TOTAL 20		5112 MW	16,409.800	
	WEST BENGAL				
235.	BAKRESWAR TPS (4&5)	FOREIGN /INDIAN JV	420 MW	1,860.000	DCL KULIJAM CORP
236.	BALLARGARH TPS	FOREIGN /INDIAN JV	500 MW	2,235.000	BALAGARH POWER CO. LTD.
237.	BUDGE BUDGE	INDIAN	500 MW	1,959.000	CESC LTD.
238.	DANKUNI	FOREIGN	20 MW	70.000	SPECTRUM TECHNOLOGY, USA
239.	FARAKKA		125 MW	602.000	UNDER BIDDING

1	2	3	4	5	6
240.	GOURIPORE TPS	FOREIGN /INDIAN JV	150 MW	750.000	BTS, TES, USA, BHEL, WBSEB
241.	SAGARDIGHI TPS /INDIAN JV	FOREIGN	1000 MW	4,960.000	DCL KULIJAM CORP
	TOTAL 7		2715 MW	12,436.000	
	OTHERS				
242.	GROUP OF POWER PROJECT	FOREIGN	6700 MW	23,450.000	CONSOLIDATED ELECTRIC POWER ASIA
	TOTAL 1		6700 MW	23,450.000	
243.	ENERGY EFFICIENCY CENTRE	FOREIGN /INDIAN	200 MW	700.000	JMC DEVP, USA & APPOLO HOSP
	TOTAL 1		200 MW	700.000	
	GRAND TOTAL 243		92972.25 MW	338,460.905	

Hydel Project

2598. DR. ASIM BALA : Will the Minister of POWER be pleased to state :

(a) the number of hydel projects constructed in the country, the names of the projects and its location;

(b) the total production of power from Hydel projects, state-wise; and

(c) the funds allocated for the hydel projects in the country?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) :

(a) The total number of hydroelectric stations (above 3 MW) constructed in the country are 192 aggregating to a capacity of 20736 MW. The names of the projects and their locations are indicated in Statement-I attached.

(b) The generation from hydro-electric stations, state-wise is indicated in Statement-II, attached.

(c) The approved outlay for the hydroelectric projects during the VIII Five Year Plan is Rs. 19105.26 crores.

STATEMENT-I

Installed Capacity of H.E. Stations [As on 31.07.1995]

Region/All India	Capacity [MW]
NORTHERN REGION	
BBMB	
1. BHAKRA [L]	540.00
2. BHAKRA [R]	660.00
3. GANGUWAL	77.25
4. KOTLA	77.25
Sub Total :	<u>1354.50</u>

Region/All India	Capacity [MW]
1. DEHAR	990.00
2. PONG	360.00
Sub Total :	<u>1350.00</u>
Total BBMB	<u>2704.50</u>
NHPC	
1. BAIRA SIUL	180.00
2. SALAL-I	345.00
3. SALAL-II	345.00
4. TANAKPUR	120.00
5. CHAMERA-I	540.00
Total NHPC [NR]	<u>1530.00</u>
Total Central [NR]	<u>4234.50</u>

HARYANA

1. W.Y. CANAL-A	16.00
2. W.Y. CANAL-B	16.00
3. W.Y. CANAL-C	16.00
Total Haryana :	<u>48.00</u>

HIMACHAL PRADESH

1. GIRIBATA	60.00
2. BASSI	60.00
3. SANJAY	120.00
4. ANDHRA	16.95
5. BINWA	6.00
Total Himachal Pradesh	<u>262.95</u>

Region/All India	Capacity [MW]
JAMMU & KASHMIR	
1. LOWER JHELUM	105.00
2. UPPER SINDH	22.00
3. CHENANI	23.00
4. MOHRA	9.00
5. GANDERBAL	15.00
6. STAKNA	4.00
Total Jammu & Kashmir :	<u>178.00</u>
PUNJAB	
1. SHANAN	110.00
2. U.B.D.C. I-1	15.00
3. U.B.D.C. I-2	15.00
4. U.B.D.C. I-3	15.00
5. U.B.D.C. II-1	15.00
6. U.B.D.C. II-2	15.00
7. U.B.D.C. II-3	15.00
8. MUKARIAN-I	45.00
9. MUKARIAN-II	45.00
10. MUKARIAN-III	58.00
11. MUKARIAN-IV	58.00
12. A.P. SAHIB-I	67.00
13. A.P. SAHIB-II	67.00
Total Punjab :	<u>541.00</u>
RAJASTHAN	
1. R.P. SAGAR	172.00
2. J. SAGAR	99.00
3. MAHI BAJAJ-I	50.00
4. MAHI BAJAJ-II	90.00
5. ANOOPGARH-I	4.50
6. ANOOPGARH-II	4.50
7. R.M.C. MANGROL	6.00
8. SURATGARH	4.00
Total Rajasthan :	<u>430.00</u>
UTTAR PRADESH	
1. RIHAND	300.00

Region/All India	Capacity [MW]
2. OBRA	99.00
3. DHAKRNI [Y.St.I]	33.00
4. DHALIPUR [Y.St.I]	51.00
5. CHIBRO [Y.St.II]	240.00
6. KHODRI [Y.St.II]	120.00
7. KULHAL [Y.St.IV]	30.00
8. RAMGANGA	198.00
9. CHILLA	144.00
10. MATATILLA	30.00
11. MANERIBHALI	90.00
12. KHATIMA	41.40
13. PATHRI	20.40
14. MOHAMMADPUR	9.30
15. NIRGAJNI	5.00
16. KHARA	72.00
Total UP :	<u>1483.85</u>
Total Northern :	<u>7178.30</u>
WESTERN REGION	
GUJARAT	
1. UKAI	300.00
2. KADANA	120.00
3. UKAI LBC	5.00
Total Gujarat :	<u>425.00</u>
MADHYA PRADESH	
1. GANDHISAGAR	115.00
2. BARGI	90.00
3. PENCH	160.00
4. BANSAGAR TONS	315.00
5. BIRSINGHPUR	20.00
6. HASDEOBANGO	120.00
Total MP :	<u>820.00</u>
MAHARASHTRA	
I. M.S.E.B.	
1. KOYNA I & II	560.00
2. KOYNA III	320.00
3. KOYNA DPH	40.00

Region/All India	Capacity [MW]
4. VAITARNA	60.00
5. ELDARI	22.50
6. BHATGARH	16.00
7. BIRA TAIL RACE	80.00
8. TILLARI	60.00
9. PAITHON	12.00
10. BANDHARDHARA	10.00
11. PAWANA	10.00
12. KHADAKWASLA I	8.00
13. KHADAKWASLA II	8.00
14. BHATSA	15.00
15. VIR	9.00
16. RADHANAGARI	4.80
17. KANHER	4.00
18. UJJAINI	12.00
19. MANIKDOH	6.00
Sub Total :	<u>1257.30</u>
Total [Pvt.]	
1. BHIRA	132.00
2. BHIVPURI	72.00
3. KHOPILI	72.00
4. BHIRA PSS	150.00
Sub Total :	<u>426.00</u>
Total Maharashtra :	<u>1683.30</u>
Total Western :	<u>2928.30</u>
SOUTHERN REGION	
ANDHRA PRADESH	
1. MACHKUND	114.75
2. UPPER SILERU	120.00
3. UPPER SILERU-II	120.00
4. LOWER SILERU	460.00
5. T.B. DAM	36.00
6. HAMPI	36.00
7. NAGARJUNSAGAR	810.00
8. SRISAILAM	770.00
9. NAGARJUNSAGAR RBC	60.00
10. NAGARJUNSAGAR RBC EXT.	30.00

Region/All India	Capacity [MW]
11. NAGARJUNSAGAR LBC	60.00
12. DONKARAYI	25.00
13. POCHAMPAD	27.00
14. NIZAMSAGAR	10.00
15. PENNA AHOBILAM	20.00
Total A.P.	<u>2698.75</u>
KARNATAKA	
1. SHARAVATHY	891.00
2. JOG	120.00
3. LINGNAMAKKI	55.00
4. BHADRA LB	26.00
5. BHADRA RB	7.00
6. SHIVASAMUDRAM	42.00
7. SHIMSAPURA	17.20
8. MUNIRABAD	27.00
9. KALINADI	810.00
10. SUPA DPH	100.00
11. VARAHI	230.00
12. GHATPRABHA	32.00
13. MANI DPH	9.00
14. MALLAPUR	9.00
Sub Total KEB & KPCL	<u>2375.40</u>
PRIVATE	
1. SHIVPUR	18.00
Sub Total Private	<u>18.00</u>
Total Karnataka	<u>2393.40</u>
KERALA	
1. IDDUKI	780.00
2. SABARIGIRI	300.00
3. KUTTIADI	75.00
4. SHOLAYAR	54.00
5. SENGULAM	48.00
6. NARIAMANGLAM	45.00
7. PALLIVASAL	37.90
8. PORINGALKUTTU	32.00

Region/All India	Capacity [MW]
9. PANNIAR	30.00
10. IDAMALAYAR	75.00
11. KALLADA	15.00
Sub Total KSEB	<u>1491.50</u>
PRIVATE	
1. MANIYAR	12.00
Sub Total Pvt.	<u>12.00</u>
Total KERALA	<u>1503.50</u>
TAMIL NADU	
1. KUNDAH I	60.00
2. KUNDAH II	175.00
3. KUNDAH III	180.00
4. KUNDAH IV	100.00
5. KUNDAH V	40.00
6. METTUR DAM	40.00
7. METTU TUNNEL	200.00
8. PERIYAR	140.00
9. KODAYAR-I	60.00
10. KODAYAR-II	40.00
11. SHOLAYAR-I	70.00
12. SHOLAYAR-II	25.00
13. PYKARA	69.95
14. ALIYAR	60.00
15. SARKARPATHY	30.00
16. PAPANASAM	28.00
17. MOYAR	36.00
18. SURULIYAR	35.00
19. SERVALAR	20.00
20. L. MET. PH-1	30.00
21. L. MET. PH-2	30.00
22. L. MET. PH-3	30.00
23. L. MET. PH-4	30.00
24. KADAMPARI	400.00
25. VAIGAI DAM	6.00
26. LOWER BHAVANI	8.00
Total Tamil Nadu	<u>1942.95</u>
Total Southern	<u>8538.60</u>
EASTERN REGION	
BIHAR	
1. KOSHI	20.00
2. SUBERNAREKHA-I	65.00
3. SUBERNAREKHA-II	65.00
4. SONE WEST CANAL	6.60
5. EASTERN GANDAK	5.00
Total Bihar	<u>161.60</u>

Region/All India	Capacity [MW]
D.V.C.	
1. MAITHON	60.00
2. PANCHET & EXTN.	80.00
3. TILAYIA	4.00
Total D.V.C.	<u>144.00</u>
ORISSA	
1. HIRAKUD-I	235.50
2. HIRAKUD-II	72.00
3. BALIMELA	360.00
4. RENGALI	250.00
5. UPPER KOLAB	320.00
Total Orissa	<u>1237.50</u>
SIKKIM	
1. LOWER LAGYAP	12.00
2. UPPER ROGNICHU	8.00
3. MOYANGCHU	4.00
Total Sikkim	<u>24.00</u>
WEST BENGAL	
1. JALDHAKA-I	27.00
2. JALDHAKA-II	8.00
3. MASSANJORE	4.00
4. RAMMAM-II	25.00
Total West Bengal	<u>64.00</u>
Total Eastern	<u>1631.10</u>
NORTH EASTERN REGION	
ARUNACHAL PRADESH	
1. TAGO	4.50
Total Ar. Pradesh	<u>4.50</u>
MEGHALAYA	
1. KYRDEMUKULAI	60.00
2. UMIAM ST-I	36.00
3. UMIAM ST-II	18.00
4. UMTRU	11.20
5. UMIAM-UMTRU ST-IV	60.00
Total Meghalaya	<u>185.20</u>
NEEPCO	
1. KHANDONG	50.00
2. KOPIILI	100.00
Total NEEPCO	<u>150.00</u>
NHPC	
1. LOKTAK	105.00
Sub Total NHPC [NER]	<u>105.00</u>
Sub Total Central [NER]	<u>255.00</u>
TRIPURA	
1. GUMTI	15.00
Total Tripura	<u>15.00</u>
Total N. Eastern	<u>495.70</u>
Total All India	<u>20736.00</u>

STATEMENT-II*State-wise Actual Hydro Generation in the Country*

State/Systems	Actual Power Generation during	1992-93	1993-94	1994-95	April-June'95
1. B.B.M.B		12471	10657	12232	2938
2. J & K		2869	2690	2749	823
3. Himachal Pradesh		1899	1566	4257	1534
4. Haryana		235	245	231	72
5. Rajasthan		1111	1115	1473	168
6. Punjab		2828	2566	3061	905
7. Uttar Pradesh		4352	5687	6524	1569
8. Gujarat		659	1211	1373	219
9. Maharashtra		4983	5726	6287	996
10. Madhya Pradesh		1293	1590	2279	395
11. Andhra Pradesh		9117	10046	10114	939
12. Karnataka		10025	10461	12654	3226
13. Kerala		6195	5823	6573	1632
14. Tamil Nadu		5637	4601	5845	954
15. Bihar		138	204	419	23
16. Orissa		3798	3685	4065	996
17. West Bengal		96	108	85	19
18. D.V.C.		217	212	417	22
19. Sikkim		30	34	55	9
20. NEEPCO		858	906	860	204
21. Meghalaya		432	584	381	75
22. Tripura		45	41	42	11
23. Manipur		545	617	515	36
24. Arunachal Pradesh		0	0	20	3
ALL INDIA :		69833	70375	82511	17768

Coal Stock at SAIL

2599. SHRI RAJENDRA AGNIHOTRI :

SHRI GEORGE FERNANDES :

Will the Minister of STEEL be pleased to state :

(a) whether the coal stocks at most of the plants of SAIL have declined;

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

(c) the remedial steps being taken to meet the situation?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV) : (a) to (c) Yes, Sir. The stocks of indigenous coking coal at SAIL plants have come down from 4.83 lakh tonnes as on 1-4-95 to 1.21 lakh tonnes as on 16-8-95. The main reason for depletion of stocks at SAIL plants is the reduced availability of Indigenous Coking Coal during this period.

SAIL Plants are interacting on a continuous basis with Coal India Limited and Railways to step up supplies of coking coal to steel plants. Availability of imported coking coal is also being augmented to the plants to meet the shortfall in indigenous supplies.

Land for Retail Outlets for Petroleum Products

2600. DR. RAJAGOPALAN SRIDHARAN : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether various oil companies I.O.C., B.P.L. and IBP applied to DDA (Delhi) for land allotment for Retail outlet dealership for petroleum products;

(b) if so, how many applications (agency wise) are pending with the DDA;

(c) has the ministry taken up the issue with concerned ministry or DDA for expeditious allotment (Lease arrangement);

(d) the present list of pending cases (agency-wise); and

(e) the time by which the Petroleum Ministry is likely to get these plots allotted on lease-basis?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) Yes, Sir.

(b) and (d). The pending applications are :-

Name of Oil Company	Pending Applications
IOC	45
HPC	12
IBP	7
BPC	11

(c) and (e). Allotment are being made by DDA subject to availability of sites.

Hike in Prices of Cough Syrups

2601. SHRI R. SURENDER REDDY : Will the MINISTER OF CHEMICALS AND FERTILIZERS be pleased to state :

(a) whether his Ministry is aware that the Multinational companies (MNCs) : Rhone Poulenc India and Pfizer have recently altered the formulations of the cough syrup preparations PHENSIDYL and COREX with a view to pulling them out of the ambit of the Drug Price Control Order altogether;

(b) if so, whether the changed formulations have been approved by the Drug Control of India;

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

(d) whether the Government are also aware that consequent upon the changed formulations, MNCs have hiked the prices of the aforesaid cough syrups very commonly used in the country;

(e) if so, the details and the extent thereof; and

(f) the measures taken or proposed to be taken to

ensure that the formulations of the syrups, etc. commonly used by the people, are not altered by the Drug companies as a pretext for raising the prices thereof and to keep the prices of syrups and other essential drugs within the reach of the common people?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILISERS, AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS, AND MINISTER OF STATE IN THE DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT (SHRI EDUARDO FALEIRO) : (a) to (c) Government have approved change in the composition of formulation Corex cough syrup and Phensedyl cough linctus with a view to discourage use of these drugs for addiction purposes. The details of the compositions are given in the statement enclosed.

(d) Yes, Sir.

(e) The details are given in the statement enclosed.

(f) Whenever instances of steep increase in prices of medicines outside price control come to the notice of the Government, the cases are examined to analyse the unjustified increase.

STATEMENT

A. Details of Compositions

Earlier Composition of Corex cough syrup

Chlorpheniramine

Codeine

Ephedrine

Sodium Citrate

Earlier Composition of Phensedyl

Promethazine Hcl

Codeine Phosphate

Ephedrine Hcl.

Present Composition

Chlorpheniramine maleate

Codeine Phosphate

Present Composition

Chlorpheniramine maleate

Codeine Phosphate

B. Details of Prices

Earlier Price(Rs.)

Present Price (inclusive of local taxes) with effective date (Rs.)

Phensedyl cough linctus 60 ml	10.48 (excl. of local taxes)	14.95 (24.5.95)
Phensedyl cough linctus 125 ml	17.52 (excl. of local taxes)	23.95 (24.5.95) (for 120 ml)
Corex cough syrup 60 ml	15.06 (incl. of local taxes)	19.55 (3.7.95)
-do- 120ml	24.06 (incl. of local taxes)	31.40 (3.7.95)

NRI in Power Sector of Maharashtra

2602. SHRI RAM KAPSE : Will the Minister of POWER be pleased to state :

(a) whether it is a fact that the Government of Maharashtra propose to take a fresh look at Mega Power Project at Bhadarwati in Chandrapur dist. of Maharashtra belonging NRI Nippon DENRO Ispat Group;

(b) whether it is also a fact that Union Government have agreed to stand guarantee for payment by Maharashtra State Electricity Board (MSEB) Nippon Denro;

(c) whether the company has obtained mining lease over three blocks in Chandrapur District, Baranj Open Cast, Bandan Underground and Lohana (W) open cast

mines where the company will extract coal resources for over 30 years;

(d) whether the company have obtained necessary environmental clearance for starting mining operations; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) ;
(a) Information is being collected and will be laid on the Table of the House.

(b) Government of India has agreed 'in principle' to extend counter guarantee for Government of Maharashtra guarantee for Maharashtra State Electricity Board's payment obligations in respect of Bhadravati TPS (1072 MW) being promoted by M/s Nippon Denro Ispat Ltd.

(c) to (e). Information is being collected and will be laid on the Table of the House.

Indo-Britain Agreement

2603. SHRI JAGATVIR SINGH DRONA : Will the Minister of POWER be pleased to state :

(a) whether any agreement has been signed between India and Britain in the power sector;

(b) if so, the details thereof;

(c) whether British Power Companies are not coming ahead for participating in power projects in India despite the agreement;

(d) if so, reasons therefor; and

(e) the steps being taken to have the fullest involvement of Britain in installing various power project in India?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI) : (a) to (e). UK based companies have expressed interest in setting up of the following generation projects in India in the private sector:

Name of Project	Capacity (MW)	Name of Indian/UK companies
Vishakhapatnam TPS	500 MW	AshokLeyland/ National Power U.K.
Bhadravati TPS	1000 MW	Ispat Alloys Ltd./ ECGD, UK/EDF France
Rosa TPS	750 MW	Indo-Gulf Fertilizers & Chemicals India/ Power Gen.PLC., UK.

For the above projects, MOUs have been signed by the British companies with State Govts./State Electricity Boards(SEBs) in India. No Government to Government agreement for promoting private power projects has been signed between India and Britain.

External Commercial Borrowing for Power Sector

2604. DR. RAMKRISHNA KUSMARIA :

SHRI BALRAJ PASSI :

Will the Minister of POWER be pleased to state :

(a) whether the Government have exhausted its 1995-96 external commercial borrowing limit for power sector;

(b) if so, the details thereof;

(c) whether the Government have received requests from some companies engaged in power sector for revalidating fresh permission for external commercial borrowings; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) :
(a) No, Sir.

(b) Does not arise.

(c) and (d) M/s. Gujarat Torrent Energy Corporation Ltd. and M/s. ST-CMS Electric Company have applied for extension of validity of ECB approvals granted to them for their power projects.

[Translation]

Import of Iron Ore

2605. SHRI GUMAN MAL LODHA :

SHRI NITISH KUMAR :

Will the Minister of STEEL be pleased to state :

(a) whether Iron ore is likely to be imported at large scale in the country during 1995-96:

(b) if so, whether the country was in the list of Iron ore exporter countries till last year;

(c) if so, the reasons for importing Iron ore in the country;

(d) the quantum of Iron ore likely to be imported during the current year;

(e) whether additional Iron ore reserves are existing in the reserves of the institution. like National Mineral Development Corporation in adequate quantity; and

(f) if so, the quantity of Iron ore in the reserve by the end of June, 1995?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV) : (a) Government permission for import of iron ore is not required under the current Export-Import Policy (1992-97) and such import is freely allowed.

(b) Traditionally, Australia and Brazil have been the leading exporters of iron ore in the world exporting more than 100 million tonnes every year during the last five years. India has ranked 3rd or 4th in the world over the past five years with exports around 30 million tonnes every year.

(c) Imports are due to several reasons such as location of the importing plants, landed cost of imported and indigenous iron ore, relative qualities of imports and indigenous iron ore available near the importing plants, duty exemption under Advance Licensing Scheme etc.

(d) Since no Government permission for import of iron ore is required under the Export-Import Policy (1992-97), no targets of imports are fixed by the Government.

(e) Yes, sir.

(f) As per the latest mineral inventory prepared by the Indian Bureau of Mines (IBM), the total recoverable reserves of iron ore in the country as on 1-4-90 were 12745 million tonnes.

[English]

Kayamkulam Thermal Project in Kerala

2606. PROF. P.J. KURIEN : Will the Minister of POWER be pleased to state :

(a) the latest position of the Kayamkulam thermal project in Kerala;

(b) the time by which the construction work is likely to be started; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI) : (a) Kayamkulam Combined Cycle Power Project, Stage-I (400 MW), to be set up by National Thermal Power Corporation at an estimated cost of Rs. 1310.58 crores, at third quarter, 1994 price level, has been accorded investment approval by the Government.

(b) and (c) Bids for the main plant have been invited. The time schedule of commissioning of the generating units will be as under :-

First Gas Turbine	February, 1998
Second Gas Turbine	April, 1998
Third Gas Turbine	June, 1998
(if applicable)	
Steam Turbine	February, 1999.

Methodology for Sale of Scrap

2607. SHRI ANIL BASU : Will the Minister of STEEL be pleased to state :

(a) the Quantity of scrap sold during last three years;

(b) whether any competitive bidding procedure was adopted for such sale;

(c) the methodology followed for sale of scrap;

(d) the cost realised per ton in each case;

(e) whether any reserve price was fixed and announced before such sale; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHANDEV) : (a) The total quantity of scrap sold by Steel plants of steel Authority of India Limited and Visakhapatnam Steel Plant during the last three years is as under :

	(in '000 tonnes)		
	1992-93	1993-94	1994-95
	686	855	976

(b) and (c). Competitive bidding/open tender and fixed price/listed price sale procedures are adopted for sale of scrap.

(d) Scrap is sold both on 'per tonne' and 'per lot' basis. The value of scrap realised per tonne/per lot varies depending upon factors like quality, quantity and demand and supply position in the market.

(e) and (f) The reserve price for sale of scrap is fixed in advance by the steel plants of Steel Authority of India Limited. In Visakhapatnam Steel Plant, reserve prices are fixed for disposal of scrap arising from construction works by tenders and auctions.

The reserve prices are not announced before sale for commercial reasons.

Hire Purchase Penalty Relief Scheme, 1995

2608 SHRI UDAYSINGRAO GAIKWAD : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether D.D.A. has introduced some 'Hire Purchase Penalty Relief Scheme-05' in recent past;

(b) if so, the features of the scheme;

(c) whether the scheme clearly specifies the category of allottees of DDA's property on Hire-purchase to avail of this facility;

(d) if so, the details thereof;

(e) whether some formalities and eligibilities have

been prescribed for allottees to avail of this scheme ; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) to (f). Yes, Sir. DDA has launched a scheme title as "D.D.A. HIRE PURCHASE PENALTY RELIEF SCHEME-1995". The scheme will be operative from 01.08.1995 to 31.01.1996.

The scheme is applicable to the allottees of flats on Hire purchase basis under the following housing schemes:

- (i) General Housing Schemes.
- (ii) New Pattern Residential Scheme-1979 (also known as HUDCO scheme)
- (iii) Retiring Personnel Scheme.
- (iv) Ambedkar Awas Yojana Scheme.

This scheme is available only to those allottees who shall make payment of all outstanding instalments and interest during the currency of the scheme.

The scheme is also applicable to those allottees who have already paid all due instalments but penalty/ interest under the original terms and conditions of allotment still remains unpaid on account of belated payment of instalments in the past.

Under this scheme, the allottees of hire purchase instalments under General Housing Schemes as well as NPRS and Ambedkar Awas Yojana shall be charged simple interest in the following manner for the period of default in making payment of instalment (s) provided they clear up-to-date instalments with such interests :

(a) For default/delayed payment (s) upto 30 equated monthly instalments, simple interest @ 18% p.a. shall be charged.

(b) For default/delayed payment beyond 30 equated monthly instalments, simple interest @ 24% p.a. shall be charged.

As per the allotment terms of hire purchase scheme, if an allottee fails to pay monthly instalment for consecutive six months, the hire purchase tenancy arrangements are liable to be terminated and the same can be restored against the payment of restoration charges as prescribed rates. Under the Relief Scheme no restoration charges are payable unless hire purchase tenancy arrangements have already been formally terminated.

Loss by Visl

2609. SHRI A. VENKATESH NAIK : Will the Minister of STEEL be pleased to state :

(a) whether Visvesvaraya Iron and Steel Limited (VISL) which was taken over by Steel Authority of India Limited (SAIL) in the 1989 is incurring heavy losses year after year;

(b) if so, the losses incurred by VISL for the last three years;

(c) the factors responsible for such huge losses;

(d) whether his ministry propose to take steps to avoid heavy losses; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV) : (a) and (b) The losses incurred during the last 3 years by VISL, 60% of whose shares were taken over by steel Authority of India Ltd. (SAIL) in 1989, have been as follows :-

<u>Year</u>	<u>(Rs. in crores) Loss</u>
1992-93	9.79
1993-94	18.21
1994-95	27.05

The above include extra ordinary items and adjustments pertaining to earlier years.

(c) to (e). The reasons for losses in general are;

- i) recession in demand of alloy steel;
- ii) high power tarrif rates; and
- iii) outmoded/obsolete technology in certain areas.

In order to make the plant viable, besides other measures, SAIL has injected an amount of approximately Rs. 38.92 crores in 1994-95 on various capital schemes, which are under implementation.

Nirmithi Kendras

2610 PROF. K.V. THOMAS : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state:

(a) the total assistance given to the Nirmithi Kendras by HUDCO; statewise;

(b) whether HUDCO is not adequately assisting Kerala Nirmithi Kendras; and

(c) if so, the steps taken to help Kerala Nirmithi Kendras?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) Details of Central grants given by HUDCO to various Building Centres functioning in various States/ UTs as on 31.7.95 are given in the enclosed statement.

(b) As may be seen from the statement referred to above, all the 24 functional Centres in Kerala have received admissible Central grant through HUDCO. In addition, 21 out of 24 functional Centres of Kerala are covered under HUDCO-KfW grant assistance for capacity building programme for which Rs. 99 lakhs have so far been released.

HUDCO has sanctioned assistance of Rs. 13.25 lakhs to Kerala State Nirmithi Kendras (KESNIK) for setting up of mobile Building Centres (Nirmithi Vahinies). These funds will be released after completion of necessary formalities by KESNIK.

Building Centres of Kerala are also being granted

NRY grants for training in building construction/manufacturing trades. Various Building Centres of Kerala are also eligible to seek HUDCO's soft loan assistance for working capital and machinery and they have been informed about this but so far no Building Centre has availed the loan assistance.

(c) In view of (b) above, question does not arise.

STATEMENT

Progress of Building centres as on 31.07.1995

State	Identified	Constituted	Land Allocated/Identified	Admn. Appr.	Functional	Release Of govt Grant Amount (Rs. in lakhs)	No. of Centres
KERALA	26	26	26	25	24	43.50	24
ANDHRA PRADESH	31	31	29	29	29	28	53.50 19
KARNATAKA	22	22	22	21	14	34.50	19
TAMIL NADU	32	30	28	28	27	48.00	27
UTTAR PRADESH	54	54	54	54	7	17.50	11
RAJASTHAN	36	36	36	35	34	69.00	35
MADHYA PRADESH	39	39	39	11	37.50	24	
WEST BENGAL	20	20	20	19	5	14.50	9
SIKKIM	1	-	1	-	-	-	-
BIHAR	22	22	22	22	4	19.00	12
ORISSA	35	35	35	35	13	40.50	25
ASSAM	13	8	6	6	3	5.00	3
ARUNACHAL PD.	1	1	-	1	-	-	-
MEGHALAYA	2	2	1	2	1	3.50	2
MANIPUR	2	1	1	1	1	1.50	1
MIZORAM	1	-	-	-	-	-	-
TRIPURA	2	2	1	2	1	3.50	2
MAHARASHTRA	42	32	33	30	13	34.50	20
GOA	2	-	-	-	-	-	-
GUJARAT	9	6	6	5	5	8.00	5
HARYANA	8	8	8	7	4	8.50	5
PUNJAB	5	4	4	4	1	3.50	2
J & K	5	4	4	4	1	4.50	3
HIMACHAL PD.	3	1	1	1	-	-	-
UNION TERRITORY :							
PONDICHERY	2	2	2	2	2	2.50	2
ANDAMAN & NICOBAR	1	1	1	1	1	2.00	1
LAKSHWADEEP 1	-	-	-	-	-	-	-
DELHI	5	5	5	5	4	8.00	4
TOTAL	422	392	385	378	204	462.50	265

Amendments to the Urban Land Ceiling Act.

2611. SHRI SOBHANADREESWARA RAO VADDE : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether the Government have taken any decision to bring amendments to the Urban Land Ceiling Act in tune with the recommendations of the Committee on Urbanisation and the National Housing Policy;

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

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) to (c). The matter is under consideration and no decisions has yet been taken.

[Translation]

Supply of Drinking Water.

2612. SHRI JANARDAN MISRA : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state:

(a) whether it is a fact that clean drinking water is not being supplied in Delhi and Uttar Pradesh;

(b) whether it is a fact that people are suffering from Gastroenteritis due to non-availability of clean drinking water;

(c) if so, whether the Government have considered supplying of clean water in various parts of the country by conducting a survey in this regard; and

(d) if so, by when, and if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) Water Supply is a State subject and it is the responsibility of the State Governments/Local Bodies to provide adequate safe drinking water. In so far as Delhi is concerned clean potable water is being supplied and there is no complaint of non-availability of clean water from any area. Information regarding U.P. is being collected and will be laid on the Table of the House.

(b) Cases of Gastroenteritis have occurred in some places in Delhi due to local faults in the private connecting pipes. However, prompt remedial measures have been taken in all such cases.

(c) and (d) Supply of clean and wholesome drinking water is an on-going exercise for which funds are provided on year to year basis.

[English]

Nation Highway - 17

2613. SHRI SUDHIR SAWANT : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the reasons for not maintaining the NH-17 in traffic working condition;

(b) whether CRF money for Tarkarli bridge has been sanctioned and released;

(c) whether Zarap-Patra devi work on this N.H. is being started, if so, when;

(d) whether the committee proposed to be constituted to look after the work on NH-17 has been approved and constituted; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) NH-17 is in trafficworthy condition.

(b) An amount of Rs. 480 Lakh under CRF Scheme has been sanctioned to Maharashtra Government on 7.11.1994. The CRF grants are given State-wise and not work-wise.

(c) The proposal to construct the missing link of Sawantwadi-Goa border e.g. Zarap-Patradevi section NH-17 in Maharashtra at an estimated cost of Rs.10 crore has been included in the VIII Five Year Plan. Since the work has not been included in the Annual Plan 1995-96, it is too early to indicate the time of starting the work.

(d) No, Sir.

(e) The matter is under examination.

[Translation]

Constitution of Price Commission

2614. SHRI PRABHU DAYAL KATHERIA :

SHRI RAMPAL SINGH :

SHRI PANKAJ CHOWDHARY :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Government propose to constitute a price commission with a view to curb the tendency of monopoly over the commercial vehicles and to maintain its reasonable price;

(b) if so, the details thereof; and

(c) the time by which the above commission is likely to be constituted?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) No, Sir.

(b) and (c) Do not arise

[English]

Proposal of Gujarat Government for Financial Assistance for Construction of Houses.

2615. SHRI GABHAJI MANGAJI THAKORE :

SHRI ARVIND TRIVEDI :

DR. K.D. JESWANI :

Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether the Government of Gujarat has submitted any proposal for financial assistance for construction of houses for middle and lower income people in the State during 1993-94 and 1994-95;

(b) whether Government have provided any Central assistance for slums and juggi jhopri cluster etc.;

(c) if so, the details thereof for last three years, year-wise;

(d) the amount of financial assistance by Union Government, HUDCO and foreign assistance sanctioned and released to the State, year-wise; and

(e) the steps being taken for clearance of the pending proposal?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) Union Government do not provide any financial assistance directly to the State Governments for urban housing. Further, Union Government have not received any urban housing scheme from the Government of Gujarat during 1993-94 and 1994-95, seeking Central assistance for construction of houses for middle and lower income groups.

(b) and (c) The Central assistance provided to Gujarat State under the Urban Basic Service Programme (UBSP) for improvement of slums during the last three years are given below :-

Year	Central subsidy released	Rs. in lakhs
1992-93	44.60	
1993-94	69.60	
1994-95	63.45	

(d) The amount of loan assistance sanctioned and released by HUDCO to various housing schemes in Gujarat during the last three years are given below :-

Year	Loan sanctioned	Loan released
	(Rs. in crores)	
1992-93	51.95	44.15
1993-94	48.40	33.03
1994-95	59.19	37.27

As regards foreign assistance to housing in the State of Gujarat is concerned, Housing Development Finance Corporation Ltd. (HDFC) sanctioned and released a loan assistance of Rs. 11.22 lakhs to Bhal Nalkhantha Khadi Gramodyog Mandal, Ranpur, Gujarat for construction of 66 tenements for its employees under KfW Germany line of credit.

(e) The sanction of loan proposals by HUDCO is an on-going process and is subject to fulfillment of norms and procedural requirements by the borrower.

[Translation]

Diesel, Gas, Coal Based Power Projects

2616. DR. RAMESH CHAND TOMAR : Will the Minister of POWER be pleased to state :

(a) whether public sector undertaking National Thermal Power Corporation have prepared a scheme to set up Diesel, Coal and gas based power plants during the ensuing years;

(b) if so, the number of power plants proposed to be set up by corporation and locations thereof; and

(c) the estimated cost thereof and the extent to which generation of power would be raised in the country as a result thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILA BEN CHIMANBHAI PATEL): (a) to (c). National Thermal Power Corporation (NTPC) has recently taken up implementation of two coal-based power projects, viz., Vindhyachal Super Thermal Power Project, Stage-II (2x500 MW), in Madhya Pradesh at an estimated cost of Rs.2753.38 crores, at third quarter, 1994 price level, and Unchahar Thermal Power Project, Stage-II (2x210 MW), in Uttar Pradesh at an estimated cost of Rs.1279.51 crores, at fourth quarter, 1994 price level. The Kayamkulam Combined Cycle Power Project, Stage-I (400 MW), in Kerala, to be implemented by NTPC at an estimated cost of Rs.1310.58 crores, at third quarter, 1994 price level, has also been accorded investment approval by the Government.

The details of other power projects, for which feasibility reports are under examination, are as follows :-

S. No.	Project/ State in which located	Type of Fuel	Estimated cost Rs. Crs. (Price Basis)	Power Generating capacity(MW)
ANDHRA PRADESH				
1.	Simhadri Super Thermal Power Project.	Coal	3496.79 (IIIrd quarter, 1995)	1000
2.	Hyderabad Metro Combined Cycle Power Project.	Naptha/ Gas	2021.35 (IIIrd quarter, 1995)	650
3.	Ramagundam Super Thermal Power Project. Stage-III	Coal	1435.45 (Ist quarter, 1995)	500
GUJARAT				
4.	Kawas Gas Power Project Stage-II	Naptha/ Gas	2086.00 (Ist quarter, 1995)	650
HARYANA				
5.	Faridabad Gas Power Project Stage-I	Gas	1260.60 (IInd quarter, 1995)	400
ORISSA				
6.	Talcher Super Thermal Power Project Stage-II	Coal	5601.28 (Ist quarter, 1995)	2000
UTTAR PRADESH				
7.	Rihand Super Thermal Power Project Stage-II	Coal	3045.70 (Ist quarter, 1995)	1000

Revival of FCI and HFC Units

2617. SHRIMATI GEETA MUKHERJEE :
SHRI MANORANJAN BHAKTA :
SHRI ANAND RATNA MAURYA :
SHRI SULTAN SALAHUDDIN OWAISI :
SHRI RAM TAHAL CHOUDHARY :
SHRI HARI KEWAL PRASAD :

Will the Minister of CHEMICALS AND FERTILIZER be pleased to state :

- (a) whether FCI and HFC units are running into loss;
(b) if so, the details thereof and the loss suffered by these units during last three years, year-wise and unit-wise;

(c) whether the Government have chalked out any plan for the revival of these units;

(d) if so, the details thereof and the investment involved therein, unit-wise;

(e) whether the implementation of the plan is getting delayed; and

(f) if so, the reasons therefor and the steps taken for expediting the implementation?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILISERS, AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT (SHRI EDUARDO FALEIRO) : (a) Yes, Sir.

(b) The unitwise details of losses incurred by FCI and HFC are as under :

(Rs. crores)

Unit	Financial Year		
	1992-93	1993-94	1994-95 (provisional)
FCI			
(i) Sindri	26.98	52.86	50.88
(ii) Gorakhpur	58.47	57.98	65.34
(iii) Ramagundam	58.06	53.56	102.35
(iv) Talcher	72.81	93.11	118.43
HFC			
(i) Namrup I, II & III	111.05	118.35	154.80
(ii) Durgapur	122.93	118.86	126.93
(iii) Barauni	117.28	128.11	126.33

(c) to (f). The Government has recently approved, in principle, the revival packages for FCI and HFC which envisage revamp of Sindri, Ramagundam and Talcher units of FCI; and Barauni, Durgapur and Namrup units of HFC. Since the revamp of Gorakhpur unit of FCI and that of Haldia project of HFC was not found to be economically viable, it has been decided to consider the option of attracting private capital for their rehabilitation. These revival packages would entail a fresh investment of Rs.2201.13 crores (Rs.1736.20 crores for FCI and Rs.464.93 crores for HFC), apart from capital restructuring and other financial reliefs to the undertakings concerned.

Arrangements for funding the revival packages have not been tied up so far. The implementation of the revival packages is contingent on tying up of funding arrangements and approval of the same by the Board for Industrial and Financial Reconstruction (BIFR), which is a quasi-judicial authority.

Construction Centres to Advise Low Cost.

2618. SHRI RAM SINGH KASHWAN : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state :

(a) whether the Government are contemplating to set up construction centre throughout country to propagate the use of low cost building material for local institutions;

(b) if so, the number of such centres set up so far;

(c) the number of such centres proposed to be set up in the near future; and

(d) the locations thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) and (b) A Central sector scheme for establishment of National Network of Building Centres for propagating the use of low-cost building materials technology is under implementation since 1988-89. As on 01-5-1995, 422 Centres have been identified, out of which 204 Centres have become functional in various States/UTs.

(c) and (d) The scheme aims at setting up a building centre in each district of the country. The Eighth Plan target is to operationalise 250 Centres in various States/UTs.

[English]

Foreign Companies in Power Sector

2619. SHRI SOBHANADREESWARA RAO VADDE :

SHRI CHANDRA JEET YADAV :

Will the Minister of POWER be pleased to state :

(a) the latest policy approved by the Government in regard to establishment of Thermal Power Stations to be set up by Foreign Companies; and

(b) the specific instructions from the Union Government to the State Governments in respect of guarantees and counter guarantees?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL): (a) The details of private power policy which was initiated in 1991 are given in the statement attached.

(b) Recently Government of India (GOI) have advised the State Governments that since GOI has decided not to offer counter guarantee beyond the initial 8 fast track projects, the State Governments may enter into dialogue with the private promoters and work out suitable alternatives which could act as a means of comfort to the investors. Some of the possible alternatives posed for consideration of the State Governments are as follows :

- (i) Direct power supply by Independent Power Producers (IPPs) to High Tension (HT) consumers.
- (ii) Opening of an Escrow account on which identified payments by consumers are credited and the payment liability to the IPPs is a first charge on this account.
- (iii) Linking of power generation with distribution.

STATEMENT

Incentives/Guidelines of the Policy to Encourage Greater Private Investment in Power Generation and Distribution to Tap Additionality of Resources

The following are the details of the scheme to encourage greater private sector participation in the electricity generation, supply and distribution :

The Indian Electricity Act, 1910 and the Electricity (Supply) Act, 1948 have been amended to bring about a new legal administrative and financial environment for private enterprises in the Electricity Sector.

Private Sector can set up thermal projects (coal/gas) and hydel projects and wind/solar energy project of any size.

Electricity Projects where the total outlay does not exceed Rs.100 crores need not be submitted to the Central Electricity Authority for concurrence.

Private Sector companies can set up enterprises to operate either as licensees or as generating companies.

All private companies entering the Electricity Sector hereafter will be allowed a debt-equity ratio upto 4:1.

Promoter's contribution should be at least 11% of the total outlay.

To ensure that private entrepreneurs bring in additionality of resources to the sector, not less than 60% of the total outlay for the project must come from sources other than Public Financial Institutions.

Upto hundred per cent (100%) foreign equity participation can be permitted for projects set up by foreign private investors.

The condition of dividend balancing by export earnings which is normally being applied to cases of foreign investment upto 51% equity will not be applicable to foreign investments in the power sector.

The rates for depreciation in respect of assets have been liberalised.

With the approval of the Government, import of equipment for power projects will also be permitted in cases where foreign supplier(s) or agency(ies) extend concessional credit.

The customs duty for import of power equipment has been reduced to 20% and this rate has also been extended to machinery required for modernisation and renovation of power plants.

A five year tax holiday has been allowed.

The excise duty on a large number of capital goods and instruments in the power sector has been reduced.

Upto 16% return on the foreign equity included in the tariff can be provided in the respective foreign currency.

Fixed costs can be recovered at 68.5% PLF. Attractive incentives are prescribed for performance beyond this PLF.

Tariff can be fixed in deviation of norms stipulated in the March, 1992 tariff notification provided that the per unit tariff does not exceed the per unit tariff worked out on the bases of the norms.

Specific incentives for generating companies

Normative parameters notified which inter alia provide for 16% return on equity at 68.5% PLF and upto 0.7% return on each incremental 1% PLF.

Generating companies operating coal based, gas based and hydro projects can sell power on the basis of a suitably structured two part tariff.

The tariff and other norms specified are the ceiling norms and allow Boards and Generating Companies to agree on improved norms.

Premium raised by the Generating Company while issuing share capital and investment of internal resources created out of free reserve of existing company shall also be eligible for return of equity provided such amount is actually utilised for meeting the capital expenditure of the power generation project and forms part of the financial package approved by the Authority.

The tariff norms for Hydro-electric projects have been liberalised such as providing Capacity Charge, Primary Energy Charge, incentive of upto 0.7% rise in ROE for each percentage point increase in availability of installed capacity beyond 90%.

The specific incentives for Licensees are :

Licences of longer duration of 30 years in the first instance and subsequent renewals of 20 years instead of 20 and 10 years respectively as it was before.

Higher rate of return of 5% in place of the previous 2% above the RBI rate.

Capitalisation of Interest During Construction (IDC) at actual cost (for expansion projects also) as against 1% over RBI rate as it was before.

Special appropriations to meet debt redemption obligations.

[Translation]

Financial Viability of State Electricity Boards

2620. SHRI NITISH KUMAR : Will the Minister of POWER be pleased to state :

(a) the losses suffered by State Electricity Board during the last three years, Board wise and year-wise;

(b) the names of SEBs that performed below target/potential, where there have been losses during distribution/transmission of power and financial irregularities noticed by the Government/concerned agencies; and

(c) the strategy to be adopted by the Government to tackle these problems?

THE MINISTER OF STATE IN THE MINISTRY POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) : (a) A statement indicating the profit/loss of the State Electricity Boards, after taking into account RE subsidy as provided in the accounts, for the years 1991-92, 1992-93 and 1993-94 is enclosed at statement-I.

(b) As per Section 59 of the Electricity (Supply) Act, 1948, State Electricity Boards are required to achieve 3% surplus on the net fixed assets at the beginning of the year. As per the information available, the State Electricity Boards of Bihar, Haryana, Punjab, Uttar Pradesh, Assam and Meghalaya have not been able to achieve the required Rate of Return as on 31st March, 1994. Statement-II indicating the Transmission and Distribution losses (including commercial losses such as pilferage etc.) during 1991-92, 1992-93 and 1993-94 is enclosed. Matter regarding financial irregularities are dealt with by each SEB/State Government.

(c) In order to improve the finances of the SEBs and reduction in T&D losses, State Governments/SEBs have been advised, from time to time, to undertake measures such as rationalised tariff, regular payment of rural electrification subsidy, improvement in Plant Load Factor, installation of Tamper Proof Meters, disconnection of illegal connections etc. Power Finance Corporation has also been organising workshops and seminars to promote innovative measures for curbing misuse and pilferage of power.

STATEMENT-I

Yearly profit/loss of the State Electricity Boards after taking into account RE subsidy as provided in the Accounts

(Rs. in Crores)

Sl. No.	Name of the SEB	1991-92	1992-93	1993-94
1.	2.	3.	4.	5.
1.	Andhra Pradesh	84.44	79.45	86.90
2.	Bihar	-113.72	191.19	442.65
3.	Gujarat	69.49	89.29	92.26

1.	2.	3.	4.	5.
4.	Haryana	-206.84	-335.67	-410.90
5.	Himachal Pradesh	2.72	11.82	14.61
6.	Karnataka	24.30	32.20	33.87
7.	Kerala	-35.86	18.42	24.12
8.	Madhya Pradesh	83.71	101.01	118.24
9.	Maharashtra	125.19	272.00	288.90
10.	Orissa	24.74	23.49	29.98
11.	Pujab	4.70	-118.53	-117.90
12.	Rajasthan	61.84	65.04	70.12
13.	Tamil Nadu	84.38	224.10	225.54
14.	Uttar Pradesh	67.09	213.86	71.87
15.	West Bengal	-92.22	-28.35	17.81
16.	Assam	-225.49	-70.68	-264.60
17.	Meghalaya	8.80	-5.96	-5.97
		-32.73	763.68	717.59

(*) Provisional/Unaudited/Audited

STATEMENT-II

Percentage transformation, transmission and distribution losses (including commercial losses such as pilferage etc.) in SEBs

Name of SEB	1991-92	1992-93	1993-94
1	2	3	4
1. Andhra Pradesh	19.70	19.88	19.05
2. Bihar	23.19	22.00	19.00
3. Gujarat	23.56	22.03	20.00
4. Haryana	26.79	26.78	24.53
5. H.P.	20.37	19.51	17.31
6. Karnataka	19.88	19.55	18.60
7. Kerala	21.67	21.95	20.99
8. Madhya Pradesh	25.08	21.35	20.13
9. Maharashtra	18.40	17.83	15.83

1	2	3	4
10.Orissa	24.65	25.25	23.50
11.Punjab	21.52	19.24	18.46
12.Rajasthan	23.11	22.74	25.19
13.Tamil Nadu	18.63	17.50	17.25
14.U.P.	26.06	24.43	23.20
15.West Bengal	22.26	24.87	22.02
16.Assam	21.76	21.41	20.82
17.Meghalaya	11.49	11.49	10.67

*Provisional

Accommodations Allotted to Social Worker

2621. SHRI MOHAMMAD ALI ASHRAF FATMI : Will the Minister of URBAN AFFIARS AND EMPLOYMENT be pleased to state :

(a) the details regarding the social workers allotted Government accommodation on priority basis during the last three years; and

(b) the categories under which Government accommodation was allotted to these workers?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFIARS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) and (b) 6 Social Workers have been allotted Government quarters during 1992, 1993 & 1994 under social worker category as per the details given below :

S. No.	Name	Flats
1.	Sh. D.P. Ray	E 1/760, A.G.V. Complex.
2.	Sh. Anil Shastri	D. II/77, Pandara Road.
3.	Sh. Porohottam Goyal	D. II/69, Pandara Road
4.	Smt. Manorama Singh	A 230, Pandara Road
5.	Smt. Manorama Pandey	B 75, Pandara Road
6.	Ms. Usha Kumar	B 70, Pandara Road

Central Direction to State Electricity Boards

2622. SHRI LAL BABU RAI :

SHRI HARI KEWAL PRASAD :

Will the Minister of POWER be pleased to state :

(a) whether the Government have issued any directives to the State Electricity Boards to improve their conditions;

(b) if so, the details thereof;

(c) whether the directives and suggestions have not been implemented effectively; and

(d) the reaction of the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATI URMILABEN CHIMANBHAI PATEL) : (a) and (b) The need to revive and modernise the State Electricity Boards on commercial lines has been engaging the attention of the Government. This issue was considered in the Power Ministers' conference held in January, 1993 when an Action Plan was adopted to improve the financial performance of the State Electricity Boards. Also, the National Development Council set up a Committee on Power to examine, inter alia, measures to make the State Electricity Boards economically viable by recasting tariff, improving efficiency and considering delinking of distribution from generation. The report of the Committee has been submitted to the Chairman of NDC for consideration.

(c) and (d) No, Sir. A number of State Electricity Boards namely of Haryana, Uttar Pradesh, Orissa, Bihar, Rajasthan and Andhra Pradesh have shown inclination to undertake major structural reforms in the Power Sector in their States and have signed agreements with the World Bank for loans under its Project Preparation Facility (PPF) for the diagnostic studies by outside Consultants. The organisational reforms of the State Power Sectors, inter alia, aim at :-

- (i) Unbundling of Power Industry by separating generation, transmission and distribution.
- (ii) Bringing in competitiveness by allowing private participation in generation and distribution.
- (iii) Development of a regulatory framework.
- (iv) Progressive tariff adjustment on commercial lines.

[English]

Violation of Lease

2623. SHRI HARIN PATHAK : Will the Minister of URBAN AFFIARS AND EMPLOYMENT be pleased to state:

(a) whether DDA is surveying the old lease entered by the former Delhi Improvement Trust to identify how the lease conditions had been violated;

(b) whether the survey has been completed; and

(c) if so, the decision of the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFIARS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) and (b) DDA has reported that identification of violations of lease conditions is an on-going process. Such violations are specifically dealt with at the time of renewal or conversion of leases or when otherwise noticed.

(c) Does not arise.

Construction of Office Buildings and Community Halls

2624. SHRI TARA SINGH : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state:

(a) whether Co-operative Housing Societies in Delhi have been allowed to construct their office buildings and Community Halls without approval of their plans from the Ministry of Urban Development/M.C.D., D.D.A;

(b) whether some Societies in Delhi have constructed their office unauthorisedly and without the approval of plan by M.C.D; and

(c) if so, the details thereof and the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) to (c) The information is being collected and will be laid on the Table of the Sabha.

[Translation]

Shortage of Water in U.P

2625. DR. SAKSHIJI : Will the Minister of URBAN AFFAIRS AND EMPLOYMENT be pleased to state ;

(a) the cities with population above 20000 in Uttar Pradesh facing acute shortage of water;

(b) whether the Government of Uttar Pradesh have sent any scheme to the Union Government in regard to providing of drinking water to these cities and towns and have sought any assistance in this regard; and

(c) if so, the reaction of the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT (SHRI P.K. THUNGON) : (a) Government of India is not aware of any cities in U.P. with population above 20,000 facing acute shortage of water.

(b) No, Sir.

(c) Question does not arise.

[English]

Foreign Investment in Sailing Vessels

2626. SHRI ANADI CHARAN DAS : Will the Minister of SURFACE TRANSPORT be pleased to state the total foreign investment as on March 31, 1995 in merchandised sailing vessels upto 10,000 DWT and the number of such vessels in which foreign investment has been allowed?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : The maximum carrying capacity of machanised sailing vessels ranges from 80 DWT to 900 DWT. These Vessels are constructed entirely in indigenious yards. No foreign

investment is involved in acquiring these vessels. In this regard, so far no proposal has been processed for allowing foreign investment.

Enron

2627. DR. SUDHIR RAY : Will the Minister of POWER be pleased to state :

(a) whether ENRON spent a colossal amount for the politicians and bureaucrats with a view to getting the Dabhol power project;

(b) whether the Government will start an enquiry on this; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRIMATIN URMILABEN CHIMANBHAI PATEL): (a) No such fact of ENRON spending a colossal amount for the politicians and bureaucrate with a view to getting the Dabhol Power Project has come to the notice of Government of India.

(b) and (c) Do not arise.

11.05hrs

MR. SPEAKER : The Statement may be made please.

STATEMENT BY PRIME MINISTER

Train Accident Involving Purushottam Express and Kalindi Express Near Firozabad

[English]

THE PRIME MINISTER (SHRI P.V. NARASIMHA RAO) : Mr. Speaker, Sir, it is with deep anguish that I apprise the House of an unfortunate rear end collision between 4023 Kalindi Express and 2801 Purushottam Express at Firozabad station on Allahabad Division of Northern Railway, on 20.8.1995 at 0255 hours.

[Translation]

SHRI RAJVEER SINGH (Aonla) : Hon. Prime Minister does not have full knowledge. Firozabad is not near Allahabad. It is nearer to Delhi and Agra. It is very sad that inspite of holding charge or Railway Department the Hon. Prime Minister does not know where the Firozabad is located. He is saying that it is near Allahabad...(Interruptions)

Even the Prime Minister did not visit the spot of accident. He was making merriment here.(Interruptions)

[English]

MR. SPEAKER : Please. It is in Allahabad Division.

... (Interruptions)

SHRI P.V. NARASIMHA RAO : The accident occurred when 4023 Kalindi Express on run from Farukhabad to Delhi was held up near advance starter of Firozabad station owing to a hose pipe disconnection on account of a cattle run over case.

In the meanwhile, 2801 Purushottam Express finding all the signals green and which was running on the same line occupied by Kalindi Express, collided on its rear end resulting into derailment of the six rear coaches of Kalindi Express and locomotive and eight coaches of Purushottam Express and caused blocking up through traffic. In this accident, as known so far, 251 persons have lost their lives and 230 persons sustained injuries.

Relief trains with medical equipments and team of doctors were rushed from Tundla, Kanpur, Agra and Delhi. In addition, local doctors with ambulances rushed from local hospitals of Tundia, Agra, Etawah, Mainpuri and Ferozabad and rendered medical assistance to injured persons. Later on, the injured were admitted to the various hospitals where they are progressing.

On receipt of the information I requested my colleague Shri Mallikarjun to proceed to the spot immediately and he along with the Chairman, Members, Traffic and Electrical, Advisor Signals, Railway Board, proceeded to the site of the accident. The General Manager, Northern Railway had earlier rushed to the site with Heads of the Departments and team of doctors for providing medical relief and for restoration operations.

Ex-gratia payments have been arranged to the next of kin of the deceased and to the injured persons. Stranded passengers were cleared by a Special Train from the site of accident at 8.25 hours. Arrangements have been made to facilitate travelling of the relatives of the injured and dead passengers to the site of accident by special trains.

Prima facie, the accident took place due to human error. The Commissioner of Railway Safety, Northern Circle, New Delhi will be holding Statutory enquiry to the cause of the accident.

All railwaymen and I myself express our deep condolences to the bereaved families and also express sincere sympathies to the injured. We have already adopted the Resolution expressing our sympathies to the bereaved families.

[English]

MR. SPEAKER : Now, let us discuss this issue. I have received the names of the Hon. Members who would speak first. I will request Shri Vajpayeeji to speak and then followed by Shri Somnathji and Shri Paswanji. Then other Hon. Members may also have the opportunity to speak.

SHRI RAM VILAS PASWAN (ROSELA) : Sir, we have given notice for discussing this issue under rule 184. We want to censure the Government. This is not just a discussion.

Sir, I have given two notices. One, for discussing this issue under rule 184; second, for discussing it under the Adjournment motion... (*Interruptions*) We have given notice for discussing this issue under the adjournment motion as well as under rule 184. We want to discuss this issue under that motion. We want to censure the Government. This is not a discussion only... (*Interruptions*)

SHRI BASUDEB ACHARIA (BANKURA) : Sir, the discussion should be held under the Adjournment motion. We want to censure the Government.

[Translation]

SHRI NITISH KUMAR (Barh) : We were in the train following that train. On more accident would have taken place. On the route on which we were travelling by train, would have seen another accident. The train was plighted on and abandoned track.

(*Interruptions*)

MR. SPEAKER : That is why I requested the leaders of the different Parties to meet in the chamber of the Speaker. We did discuss it. Of course, who is responsible and whether the Government can be held accountable for what has happened is certainly a question the Hon. Members would like to ...(*Interruptions*)

[Translation]

MR. SPEAKER : You will be given opportunity to express your views.

[English]

MR. SPEAKER : Would you allow me to regulate the proceedings of the House? Now, that is why it was agreed that we will pass the condolence resolution and I would ask the Government to make a statement and immediately after that start the discussion. Now, if we have to follow any other method then there are certain difficulties which I would not like to discuss on the floor of the House. So, in our judgement and wisdom we have come to this conclusion. Please cooperate.

(*Interruptions*)

SHRI SRIKANTA JENA (CUTTACK) : Sir, why we demand the discussion to be held under an adjournment motion is...

MR. SPEAKER : I will explain it to you in the chamber. I cannot explain it to you here.

SHRI SRIKANTA JENA : It is a very serious matter. Kindly consider our views.

SHRI ANIL BASU (ARAMBAGH) : What is the motion before the House under which we can start the discussion?... (*Interruptions*)

MR. SPEAKER : You are well within your right to point out the defects of the persons who might have been

responsible for this. And, if you want to discuss the defects in the policy or the technology, you would be allowed to do that. There are certain other things. Mr. Jena, if you had come to the meeting, you would not have raised this point. You had agreed to come but you could not come. I will explain it to you later on.

... (Interruptions)

SHRI NIRMAL KANTI CHATTERJEE (DumDum) : It is a matter of the policy being pursued by the Ministry of Railways.

SHRI BASUDEB ACHARIA : We want to censure the Government. (Interruptions)

SHRI SRIKANTA JENA : We all agree with you, Sir. we can discuss this matter as directed by you. We are demanding the Adjournment Motion because while the Hon. Prime Minister has said that 251 people have died, the Report says that so far more than 600 people have died. Our concern is, if the Prime Minister was here in Delhi itself, why did he not rush to the place where the accident has taken place? It is really very shocking.

MR. SPEAKER : You will get the opportunity to say all these things.

(Interruptions)

SHRI SRIKANTA JENA : What is more shocking is that a wrong signal is being given by the Prime Minister himself. We are not politicising the issue, rather we are expressing our concern. It is not an issue to be politicised.

SHRI BASUDEB ACHARIA : We want to censure the Government. It is the policy, that is being followed by the Government, that has led to such a disaster.

SHRIMATI GEETA MUKHERJEE : A Congress delegate to the conference was travelling in this train. She herself told me that more than 1,500 people have died. It is a very serious thing.

MR. SPEAKER : Geetaji, you will be allowed to speak.

SHRI NIRMAL KANTI CHATTERJEE : It is not a question of the number of deaths that have taken place.

(Interruptions)

SHRI SAIFUDDIN CHOUDHURY (KATWA) : Why the Government on its own has not declared it National Day of Mourning?

SHRI ANIL BASU : What is the motion before the House?

DR. KARTIKESWAR PATRA (BALASORE) : We are much more concerned about the gravity and seriousness of the situation. We should be allowed to have a discussion on the floor of the House. ... (Interruptions)

SHRI SOMNATH CHATTERJE (BOLPUR) : No doubt, we had some discussion in your Chamber and I do not

wish to refer to that on the floor of the House. But, we had said that there are Adjournment Motions also in this regard. I submit that in view of the strong feelings of the House, it could be discussed as an Adjournment Motion here and now.

SHRI JASWANT SINGH (Chittorgarh) : Speaker, Sir, if my Party colleagues have remained silent, it was in deference to what we had discussed in your Chamber. The Members of my Party, indeed the representatives of the area where the accident has taken place, are highly aggrieved. The Leader of our Party was himself delayed as his train was delayed because of this accident. He reached here late. He said that if in the Speaker's Chamber a decision was taken, we will abide by that. We are abiding by that, but I appeal to you that what is required is reconciling of two things. Firstly, a discussion relating to the totality of this very big, perhaps unprecedented, accident that has taken place. And the other, which I think flows out of the first and with which this House is seized, is the answerability and accountability of this Government. How do we get answerability or accountability or put this Government on the mat if we have simply to talk the whole thing out? That is what is agitating us.

If a reconciliation can be made between these two, as my friend Shri Somnathji has said, if you in your wisdom could give a direction that this discussion that is now starting following upon the Hon. Minister's statement will take the shape and has an element of censure, the House certainly wishes to censure the Government. That is all that I wish to say.

[Translation]

SHRI RAM VILAS PASWAN : Mr. Speaker, Sir, I am grateful to you for suspending zero hour.... (Interruptions)

MR. SPEAKER : I have suspended it soon, that is why you have got annoyed with me.... (Interruptions)

SHRI RAM VILAS PASWAN : No Sir, you have done well. Condolence resolution has been passed in the House. I would like to know as to whether discussion will be held under any rule inspite of suspending of question hour?

MR. SPEAKER : Yes.

SHRI RAM VILAS PASWAN : Sir, if discussion begins under any rule, then there are two motions given by us before you-one is adjournment Motion and another is given under rule 184. These motions can help in fixing accountability of the Government. We take it as granted that it is a total Government failure. This is not the first incident of its kind. Similar discussions have already been held several times in this House. It seems that there is a sequel of train accidents. The life of the people is totally unsecured. Just now one of my friend was saying that Lal Bahadur Shastriji was exemplary person who had resigned on such an occasion. In this very House. Madhav Rao Scindia had also resigned. Today, Railway Minister is not

present here. He is staying in London. The Hon. Prime Minister is responsible for this. Whether he owns its responsibility or not. He did not even visit that spot as a Railway Minister...*(Interruptions)*

MR. SPEAKER : You have no powers to say like this.

SHRI RAM VILAS PASWAN : I would like to discuss this issue in detail. But it is necessary for a meaningful discussion that you should take it up as an Adjournment Motion so that the Government could be held responsible and made to reply properly in this regard.

[English]

SHRI NIRMAL KANTI CHATTERJEE : Sir, it is not a question of individual responsibility. The question is not of a lineman or a guard who is responsible. It is a question of the approach of the Government to the development of Railways. The Prime Minister is responsible not only as the Railway Minister but as the head of the Government. The whole approach of the Government towards development of Railways and other public sector activities is connected with this kind of accidents. Had it not been so, the series of accidents that have taken place, and this unprecedented one that has taken place yesterday would not have been there. Therefore, it is not a matter of only condoling the deaths and it is not a matter of only pinning down an individual here or there as responsible or for negligence of duty. It is a matter of the Government's approach to the public sector and railway enterprise. The issue is one of censuring the Government and Adjournment Motion is the proper method to deal with this thing and the Government has to answer to this. That is the question.

[Translation]

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur) : I would like to know about the rule under which this discussion is going on*(Interruptions)*

MR. SPEAKER : You do not ask question. You have no right to question me. If at all you want to ask, you can ask as a point of order. It is very difficult to let you know all the procedural points here.

(Interruptions)

SHRI DEVENDRA PRASAD YADAV : My point of order is that we would like to know as to how this is being discussed.

MR. SPEAKER : It is alright. I will tell you.

(Interruptions)

[English]

DR. KARTIKESWAR PATRA : Hon. Speaker, Sir, two motions were brought in this House and we have also given our Call Attention Notice. Our interest is that this issue should be discussed threadbare on the floor of the

House as to where lie the lacunae and loopholes. That is why it is being done. Serious accidents have occurred in this country four times earlier. If one accuses the Government, it is of no use....*(Interruptions)*... Please hear me. After going into the matter it is found, according to the Hon. Prime Minister's statement, that the lineman who had given a green signal is mostly responsible for it.

We discussed in our Railway Budget the approach of the Government to the development of Railways. If that discussion is to take place here all over again, it will be of no use. For the present, matters like 'what relief measures have been taken', 'why such an accident occurred there', 'and how many people have been provided with some sort of relief', should be discussed.

All these have to be discussed and finally we shall take a decision on what measures should be taken by the Government.

My humble submission to the Hon. House and to the Hon. Prime Minister is that the Hon. Prime Minister should go in for a high level probe into the matter and a Committee of the House should immediately visit this spot to find out what is going on there....*(Interruptions)*

SHRI BASUDEB ACHARIA : Sir, I would like to speak....*(Interruptions)*

MR. SPEAKER : Shri Basudeb Acharia should have his say.

SHRI BASUDEB ACHARIA : Sir, considering the seriousness of the accident, you have suspended the Question Hour. Sir, you have observed the sentiments of the Members of this House. Considering all these things, Sir, you kindly admit our Adjournment Motion. We want to censure this Government because the Government policy is responsible for this type of accident. Sir, similar type of accidents had taken place with/in two months.

MR. SPEAKER : You will have time to express all these things.

SHRI BASUDEB ACHARIA : Sir, we want to censure this Government and we want to hold this Government responsible for this accident. Sir, you kindly admit our Adjournment Motion. Let the discussion under the Adjournment Motion be started immediately.

MR. SPEAKER : Please do not interrupt me when I am speaking because I am not a very tenacious person to have the link of the statement that I want to make when you are interrupting or you are putting forth some very intelligent points, to understand the intelligent points and then to make a statement.

You know, this issue was discussed precisely for these reasons in the Meeting and I must say, in all fairness to the leaders, that they also thought that this matter should be discussed under Adjournment Motion. But then there is a procedure laid down for all these purposes and unfortunately I had to speak about the procedure on the floor of the House.

When you give an Adjournment Motion, it can be taken up at 4 p.m.

(interruptions)

SHRI NIRMAL KANTI CHATTERJEE : That can be waived....*(Interruptions)*

[Translation]

MR. SPEAKER : You have again started the same thing. You do not cooperate until I raise the pitch of my voice. This is not good.

[English]

Well, that is one thing. Then, there is one more requirement. When you give a notice of an Adjournment Motion you do not want to take the Government by surprise. You shall have not only to give the copies to the Speaker before 10 a.m. every day, the day on which you want to take it up but you are duty bound to give a notice to the Minister concerned and to the Parliamentary Affairs Minister also so as to keep his Members ready if the question of voting arises. Unfortunately, I do not think that these things have been done.

(Interruptions)

SHRI RAM VILAS PASWAN : Yes, I have given a notice to the Parliamentary Affairs Minister because I have given four copies as per the rules....*(Interruptions)*

MR. SPEAKER : Mr. Paswan, you might have given these copies to us. We are not expected to send them to the Minister. You are duty bound to send them to the Minister.

(Interruptions)

SHRI BASUDEB ACHARIA : This is always done....*(Interruptions)*

MR. SPEAKER : Moreover, you were so agitated. So, I thought that the Question Hour should be suspended and immediately an opportunity should be given. Otherwise it was not necessary for us to suspend the Question Hour and we could have gone ahead with the Question Hour, Without suspending the question hour, you could have done your duty in holding the Government accountable by asking the questions as well as the Adjournment Motion. But, in our wisdom, when we discussed this matter in the Committee, we thought that this was a matter on which the Members were likely to be agitated. One Member from Ferozabad had come to me and he was actually in tears when he said that he would like to speak on this accident. I thought that we should respect his feelings also and immediately we should take up this matter. So, we decided it. Either this should be decided by the Speaker, for which the authority is given or by the Members of the House. I have not done it on my own. I have discussed with the Members, with the leaders. And even after that, if there are dissenting voices, it becomes very difficult to have a procedure for a discussion on a subject like this also.

Please do not it. If you say that the Government could have thought about the procedures to be adopted is responsible for this accident, the Government or the technology to be adopted and all those things, you are well within your right.

But if you insist on an adjournment, I would ask you to follow the procedures because nothing should be taken up in a manner which takes the Government also by surprise.

SHRI RAM VILAS PASWAN : We have followed all the procedures.

SHRI NIRMAL KANTI CHATTERJEE : We have given four copies of the notices.

MR. SPEAKER : You have to give it to the Minister and not to the Speaker.

SHRI BASUDEB ACHARIA : It is always done. In the past also, it was done.

MR. SPEAKER : Mr. Basudeb Acharia, I am sorry. I am not a teacher. I am not a professor to explain the procedure all the time.

(Interruptions)

MR. SPEAKER : What is your interest? You are interested in criticizing the Government holding them responsible.

SHRI BASUDEB ACHARIA : We are not criticizing.

SHRI SRIKANTA JENA : The only point is whether the Government is*(Interruptions)*

SHRI NIRMAL KANTI CHATTERJEE : You have to send it to the Government.

MR. SPEAKER : I will allow that but I will take it up at Four o'Clock. I am not ready to take it up by surprise.

[Translation]

SHRI RAM VILAS PASWAN : It is alright Sir, you take it up at 4 o'clock only.....*(Interruptions)*

As an Adjournment Motion.....*(Interruptions)*

[English]

MR. SPEAKER : Now if it is done, they will take up the financial business and complete it. I am willing for that.

SHRI RAM VILAS PASWAN : We do not want anything less than an Adjournment Motion.

MR. SPEAKER : You should have come to the Committee meeting also.

[Translation]

SHRI RAM VILAS PASWAN : You did not invite me. Those who had been invited, attended that meeting....(Interruptions)

[English]

MR. SPEAKER : I have called Mr. Jena.

(Interruptions)

[Translation]

SHRI RAM VILAS PASWAN : It's alright. You take it up at four o'clock only....(Interruptions) as an adjournment motion.

[English]

SHRI NIRMAL KANTI CHATTERJEE : There is a point of order.

MR. SPEAKER : I will not do that because I do not want to take the Government by surprise. I will have it only at Four O'clock.

[Translation]

SHRI RAM VILAS PASWAN : Sir, more urgent than this...(Interruptions)

[English]

MR. SPEAKER : I cannot. You should not force that kind of thing on me.

SHRI NIRMAL KANTI CHATTERJEE : We are not forcing upon you.

[Translation]

SHRI RAM VILAS PASWAN : OK Sir, we cannot force...(Interruptions)

[English]

MR. SPEAKER : If the Government had sufficient notice, I would have done that. But in view of the fact that what we have discussed, I am not going to do that.

SHRI NIRMAL KANTI CHATTERJEE : Please refer to Rule 61. You are aware of all these things.

MR. SPEAKER : Please take your seats. Let us understand that it should not become a practice in the House to discuss the Speaker's Ruling all the time. This is not done. It has become a practice that the Members want me to explain what is the law. This is also not practised. I am doing it. Though I have the discretion and the authority, I have not done it at my discretion and authority. I have done it after consulting the Members of the House. And even after that, do you want to follow the procedures? What are we doing? We are quarrelling with

the decision of the Speaker. We are quarrelling with the procedures. We are not attaching importance to the substance. This is not correct.

[Translation]

SHRI RAM VILAS PASWAN : I request you to take it up right now rather than at 16.00 hours....(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE : We are merely submitting that the Adjournment Motion can be taken at 16.00 hours or earlier in terms of Rule 61

SHRI SRIKANTA JENA : My only submission is we are not taking the Government by surprise. The Government is fully aware of this incident. The Government is fully prepared. So, the Prime Minister has already made a Statement. The entire information is with this Government. So you can advance the timings and right now we can have a discussion on the Adjournment Motion. The Government is well aware of all these things.

MR. SPEAKER : Yes, Mr. Parliamentary Affairs Minister, what do you want to say?

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE : Before that you know the rule. Please let me read it out. It says that you can take it up at 16.00 hours or even before that.

[Translation]

MR. SPEAKER : Look, if the matter is serious and you want to speak...(Interruptions) then I will allow you...(Interruptions) Your repeated attempt...(Interruptions)

SHRI RAJVEER SINGH : We honour your views. We want discussion to be taken up....(Interruptions)

[English]

THE MINISTER OF WATER RESOURCES AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VIDYACHARAN SHUKLA) : I would like to submit that you called the leaders to the Chamber and we had a rather detailed discussion about the procedures that we would follow. And unanimously it was decided that we should hold discussion on this matter as quickly as possible. If it was decided that the question would be discussed under Adjournment Motion, then the Question Hour would have gone on and at Four o'clock, the Adjournment Motion would have taken up.

This matter was also discussed and then it was felt by the leaders that rather than postponing the discussion till Four o'clock it would be better....(Interruptions) I am only explaining the agreement that was made.

It was felt that it would be better that after conveying the condolences of the House the statement will be made and you will allow a discussion on the statement and not clarifications which is not allowed.

MR. SPEAKERS : That is right.

SHRI VIDYACHARAN SHUKLA : Sir, it was decided that discussion will take place immediately because there is an important matter on which discussion should take place and the Members present in your Chamber had already agreed and we had also agreed and we were following that procedure. Now, Sir, you are quite right to say that if the Adjournment Motion had to be moved, then the Question Hour would have gone on and the other business would have gone on upto Four O' clock and the Adjournment Motion would have been taken up then as we could not be ready immediately for the Adjournment Motion. A certain time has to be allowed to the Government to get ready for the debate on the Adjournment Motion...*(Interruptions)*

SHRI BASUDEB ACHARIA : You are ready for it....*(Interruptions)*

SHRI RAM VILAS PASWAN : Sir, they are ready for a discussion and not for Adjournment Motion. This is the main problem....*(Interruptions)*

SHRI VIDYACHARAN SHUKLA : Sir, the decision was to allow a discussion immediately after the statement of the Hon. Prime Minister. That was the decision.

MR. SPEAKER : That is right.

SHRI VIDYACHARAN SHUKLA : After that procedure, my request to you is that the procedure that was decided upon should be followed here...*(Interruptions)*

MR. SPEAKER : Let Shri Pawan Kumar Bansal speak on it...*(Interruptions)*

SHRI CHANDRA JEET YADAV (AZAMGARH) : Sir, I am on a point of order.

SHRI NIRMAL KANTI CHATTERJEE : Sir, please allow me. I am on a point of order...*(Interruptions)*

SHRI CHANDRA JEET YADAV : Sir, now as the House has agreed you were kind enough to do the first thing which was very necessary and that was to convey our condolences to the bereaved members of the families of those unfortunate people who were killed in the train accident and those who were injured in it. We did our duty as the representatives of the people. The first thing to do was to convey our condolences and that was given priority over everything else, even the Question Hour.

Now, after that, a statement has been made from the Government. It is correct that we all agreed in your chamber only with this view seeing the importance of this that no other business should be done except to discuss this serious train accident which has taken place. That was the way to give proper importance to this aspect. But now, seeing the feeling in the House, and as you have also kindly agreed, maybe that you may accept it as an Adjournment Motion because the Adjournment Motion has also been moved,*(Interruptions)*

SHRI PAWAN KUMAR BANSAL (CHANDIGARH) : Is this a point of order?

SHRI CHANDRA JEET YADAV : Sir, the only question is whether the Adjournment Motion should be taken up at Four O' Clock or can it be taken up earlier. The Rule 61 about the Adjournment Motion says and I quote :

"The motion 'that the House do now adjourn' shall be taken up at 16.00 hours or at an earlier hour if the Speaker, after considering the state of business in the House, so directs."

Sir, my request will be that having agreed that this discussion should have priority over everything today in the House, I would request you that as the Rules give you this authority and this power, by seeing the mood and feelings in the House, no technicality according to the rules should be taken up and you should kindly agree that the Adjournment Motion could be taken up and discussions on the Adjournment Motion are held now....*(Interruptions)*

MR. SPEAKER : That is not a point of order.

(Interruptions)

[Translation]

SHRI ATAL BIHARI VAJPAYEE (Lucknow) : Mr. Speaker, Sir, discussion is being held on the most horrid train accident so far. We initiated the discussion in the right perspective. We expressed our grief over the untimely death of those who dies in it and conveyed our condolences to bereaved families. It is very unfortunate that the manner of debating this issue should become a matter of controversy now. If our friends wanted to insist on the adjournment motion many of my party colleagues have also given notices to this effect then they should have made their stand clear during our meeting with you that they want to censure the Government and want to discuss this issue through an adjournment motion.

I do not think that there should be any difficulty for you to concede to the Members' demand in this regard. But those members get entrapped in difficulty who try to get the decision, once taken, implemented. The question of train accident is not a party question in the least. Moreover, there should be no question of who shall first move the adjournment motion from the opposition because there will be a ballot.

MR. SPEAKER : There will be a ballot and discussion will take place at 16.00 hours. Voting on it will be held at 18.30 hours. We will have only two to two and a half hours.

SHRI ATAL BIHARI VAJPAYEE : Two and a half hours! God knows whose name will come up at the ballot.

SHRI RAM VILAS PASWAN : He, whose name comes up at the ballot will speak. What is wrong in it?

SHRI ATAL BIHARI VAJPAYEE : You speak without your name being called.

Mr. Speaker, Sir, the more we are talking at random about it, the more are we underestimating the seriousness of this train accident.

SHRI RAM VILAS PASWAN : We want to show our seriousness on this issue through an adjournment motion. You are rather underestimating it. It is the individual party ideology..... (interruptions)

[English]

SHRI BASUDEB ACHARIA : The House is supreme. We can decide in what form this discussion should take place.

[Translation]

SHRI ATAL BIHARI VAJPAYEE : Mr. Speaker, Sir, the more this controversy is acquiring new dimensions, the more this issue is losing its importance. I do not want that such a controversy should be raised. I would urge upon you to accept the demand of some of our Hon. friends to discuss this issue through an adjournment motion. I would also request you not to take decisions by calling the party leaders in your chamber because in the absence of enforcement, those decisions are rendered meaningless.

[English]

MR. SPEAKER : I do have the authority to decide and I will be able to decide. But then, I think that the senior Members, the learned Members, as they keep cooperating with me, will continue to cooperate with me.

[Translation]

SHRI SHARAD YADAV (Madhepura) : One minute, sir.

MR. SPEAKER : Now, shall you take your seat after I am on my legs or shall I take my seat after you are on your legs?

SHRI SHARAD YADAV : Please carry on.

MR. SPEAKER : You make your point. I will speak later.

SHRI SHARAD YADAV : I have nothing to say except clarifying that I was a bit late and thus, nobody could represent our party.

[English]

MR. SPEAKER : I was told that Mr. Jena was to attend.

SHRI SRIKANTA JENA : Nobody informed me.

MR. SPEAKER : My office tells me that Mr. Jena was to attend the meeting. Anyway, it is not necessary. Leave that now.

[Translation]

Look, I would request you not to make it a prestige issue unnecessarily. It is at the time of voting that you finally decide on what to do. You have every right to criticise the Government. In view of this you are being given time to exercise this right. If we go by the whole procedure there are many adjournment notices. They shall have to be balloted and then discussion would start at 16.00 hours.

[English]

MR. SPEAKER : Is this the way you cooperate with me, Mr. Basudeb Acharia?

SHRI BASUDEB ACHARIA : Sir, I am cooperating with you.

MR. SPEAKER : You please cooperate just by keeping quiet. I will read this. It is unfortunate that I have to read these Rules on the floor of the House. Rule Nos. 61 and 62 say :

" The motion ' that the House do now adjourn ' shall be taken up at 1600 hours or at an earlier hour if the Speaker, after considering the state of business in the House so directs.

The Speaker may, if he is satisfied that there has been adequate debate, put the question at 1830 hours or at such other hour not being less than two hours and thirty minutes from the time of commencement of the debate".

We have to start the debate at Four o' Clock and we have to vote at 1830 hours. I am doing all these things because, you know, Kasmir Budget has to be discussed and many Members had told me in my Chamber that they would be interested in discussing the Kashmir situation also and they should be given full opportunity to discuss that.

Then, you have raised one issue relating to the criminalisation, That matter is also pending with us. There are other issues which have to be discussed and then there are Bills which have to be passed. So, I have to taken into account the totality of the business which has to be transacted. When the Hon. Members speak on the floor of the House, they consider only the issue which is before them and they do not consider all other important issues which is before them and they do not consider all other important issues which they have to discuss. Now, if you are attaching importance to this issue exclusively and not attaching importance to the other issues, well that is a different matter. But if you are interested in discretion with the Presiding Officer ultimately to decide which Mr. Basudeb Acharia appears to be not doing all the time. He is all the time pushing for his point of view and very rightly and very strongly which is appreciated outside but here it creates problems for me. That is why I would please that if you wish that it has to be taken up as Adjournment

Motion, then it can be taken up at Four o' Clock because the trains have not come and because the Members also might not have been explained and we are meeting immediately after the Question Hour and then the Kashmir issue has to be taken up. I will take up the Budget of Jammu and Kashmir immediately, follow up the entire procedure and allow the opportunity to have the discussion on the adjournment motion. Here I do not want any more discussion because I do think and I do agree with the senior Member of the House that by discussing on procedure and not discussing the substance, probably the seriousness of the subject would be reduced. Please understand this. Is the Government agreeable to this?

SHRI VIDYACHARAN SHUKLA : Yes, Sir.

MR. SPEAKER : Now, we take up the Kashmir Budget. *(Interruptions)*

[Translation]

SHRI PRABHU DAYAL KATHERIA (Firozabad) : Sir, it is a serious matter. What is this happening? *(Interruptions)*

[English]

SHRI GUMAN MAL LODHA (Pali) : Sir, why not the question Hour? (Transetation) You have suspended the question Hour. It should be taken up. *(Interruptions)*

[English]

AN HON. MEMBER : Sir, what about the question Hour?

MR. SPEAKER : The question Hour is gone.

[Translation]

SHRI PRABHU DAYAL KATHERIA : The seriousness of the matter in being under-rated by referring to the rules. Hundreds of people have lost their lives there *(Interruptions)*

[English]

MR. SPEAKER : I Will request you,

[Translation]

It is not so. I do fully appreciate your feeling and express my all out sympathy particularly with those M. Ps. who come from the area where accident has taken place.

[English]

SHRI GUMAN MAL LODHA : Sir, the question Hour was suspended only with the understanding *(Interruptions)*

[Translation]

SHRI PRABHU DAYAL KATHERIA : Mr. Speaker, Sir, it is a gross injustice. We should be given the opportunity

(Interruptions)

SHRI BHAGWAN SHANKAR RAWAT (Agra) : What is happening here? These leaders decide something with you and speak totally different things here *(Interruptions)*

SHRI BALRAJ PASSI (Nainital) : Why are not we given opportunity to speak? *(Interruptions)*

MR. SPEAKER : Nothing to being discussed here. Neither Kashmir nor accident issue is being discussed.

[English]

Please understand the situation. In the House somebody has to decide and if nobody decides, then nothing is coming on record. *(Interruptions)*

[Translation]

SHRI PRABHU DAYAL KATHERIA : Please listen to me.

SHRI GUMAN MAL LODHA : The question Hour has been suspended.

SHRI PRABHU DAYAL KATHERIA : Sir, what ever happening is not good *(Interruptions)*

[English]

SHRI VIDYACHARAN SHUKLA : Sir, may I take a submission?

[Translation]

SHRI BHAGWAN SHANKAR RAWAT : Please listen to my point of order *(Interruptions)*

MR. SPEAKER : Please do not complicate the whole procedure of the House. This is not good. You will be given the opportunity to speak. Unfortunately, we do nothing for the people who have lost their lives but you will be given the opportunity to speak. Your speech will not do, it should be in order.

(Interruptions)

[English]

MR. SPEAKER : No Qustion Hour now. The question hour is gone.

(Interruptions)

MR. SPEAKER : Now, Papers to be laid on the Table of the House-Shri Balram Singh Yadav.

(Interruptions)

[Translation]

MR. SPEAKER : I may tell you that you should refrain from such things. It does not behove of you. Your such behaviour is telling upon the dignity of the House.

(Interruptions)

11.45 hrs

PAPERS LAID ON THE TABLE

Memorandum of understanding between national Aluminium Company Ltd. and Ministry of Mines For 1995-96 and Mineral Conservation and Development Rules, 1995.

[English]

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE DEPARTMENT OF ELECTRONICS AND DEPARTMENT OF OCEAN DEVELOPMENT (SHRI EDUARDO FALEIRO) : On behalf of Shri Balram Singh Yadav, I beg to lay on the Table -

- (1) A copy of the Memorandum of Understanding (Hindi and English versions) between the National Aluminium Company Limited and the Ministry of Mines for the year 1995-96.

(Placed in library, see No.LT8010/95)

- (2) A copy of the Mineral Conservation and Development (Amendment) Rules, 1995 (Hindi and English versions) published in Notification No. G.S.R. 580 (E) in Gazette of India dated the 4th August, 1995, under sub-section (1) of section 28 of the Mines and Minerals (Regulation and Development) Act 1957. (Placed in library, see No.LT.B0 11/95

Second Supplementary Agreement between President of India and Government of West Bengal and First Supplementary Agreement under National Highways Act, 1956 etc.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : Sir, I beg to lay on the Table-

- (1) a Copy of the Second Supplementary Agreement (Hindi and English versions) entered into between the President of India and the Governor of West Bengal to partially amend the Principal Agreement dated the 9th January, 1987 and First Supplementary Agreement dated the 8th June, 1988 regarding maintenance and development of Urban Links of National Act, 1956. (Placed in library No.LT 8012/95)
- (2) A copy of the Ministry of Surface Transport (Transport Wing) Development Adviser's Organisation (Group "A" and Group "B" Engineering Posts) Recruitment (Amendment) Rules, 1995 (Hindi and English versions) Published in Notification No.G.S.R. 165 in Gazette of India dated the 1st April, 1995, issued under article 309 of the Constitution. (Placed in library see No. LT 8013/95)

- (3) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 458 of the Merchant Shipping Act. 1958-

- (i) The Merchant Shipping (Tonnage Measurement of Ships) Amendment Rules, 1995 Published in Notification No. G.S.R. 240 in Gazette of India dated the 13th May, 1995.

- (ii) the Merchant Shipping (Distress and Safety Radio Communication) Rules, 1995 published in Notification No. G.S.R. 253 in Gazette of India dated the 20th May, 1995. (Placed in library see No.LT 8014/95

- (4) A copy each of the following papers (Hindi and English version) under sub-section (1) of section 619A of the Companies Act, 1956 :-

- (i) Review by the Government of the working of the Central Inland Water Transport Corporation Limited, Calcutta for the year 1993-94.

- (ii) Annual Report of the Central Inland Water Transport Corporation Limited, Calcutta, for the year 1993-94 alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (5) Statement (Hindi and English version) showing reasons for delay in laying the papers mentioned at (4) above. (Placed in library see No. LT 8015/95.

Review on the working of and Annual Report of North Eastern Regional Agricultural Marketing Corporation Ltd, Guwahati For 1993-94 etc.

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): Sir, I beg to lay on the Table-

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956 :-

- (i) Review by the Government of the working of the North Eastern Regional Agricultural Marketing Corporation Limited, Guwahati, for the year 1993-94.

- (ii) Annual Report of the North Eastern Regional Agricultural Marketing Corporation Limited, Guwahati, for the year 1993-94 alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above (placed in library see No LT 8016/95).

11.46 hrs.

STANDING COMMITTEE ON COMMERCE

Fifteenth Report

[English]

SHRI PAWAN KUMAR BANSAL (CHANDIGARH) : Sir, I beg to lay on the Table the Fifteenth Report (Hindi and English versions) of the Department Related Parliamentary Standing Committee on Commerce on the Sick Textile Undertakings (Nationalisation) Amendment Bill, 1995 and the Textile Undertakings (Nationalisation) Bill, 1995.

11.47hrs.

CRIMINAL LAW (SECOND AMENDMENT) BILL *

[English]

MR. SPEAKER : I am allowing the Parliamentary Affairs Minister to introduce the Criminal Law (Second Amendment) Bill on behalf of Shri S.B. Chavan.

THE MINISTER OF WATER RESOURCES AND MINISTER OF PARLAMENTARY AFFAIRS (SHRI VIDYACHARAN SHUKLA) : On behalf of Shri S.B. Chavan, Sir, I beg to move for leave to introduce a Bill further to amend the Indian Penal Code, the Code of Criminal Procedure, 1973 and the Indian Evidence Act, 1872.

MR. SPEAKER: The question is :

"That leave be granted to introduce a Bill further to amend the Indian Penal Code, the Code of Criminal Procedure, 1973 and the Indian Evidence Act, 1872."

The motion was adopted.

SHRI VIDYACHARAN SHUKLA : I introduce the Bill.

* Published in Gazette of India, Extraordinary, part II, Section 2, dated 21.8.95.

[English]

MR. SPEAKER : Now, we shall take up the Indian Statistical Institute (Amendment) Bill for consideration and passing.

(Interruptions)

[Translation]

SHRI BHAGWAN SHANKAR RAWAT (Agra) : Had any member of their family died, they would have felt bereaved. They have not expressed sorrow over the death of others' (Interruptions) What is the use of Training so many laws when these people do not get any benefit out of them?

They are being subjected to mockery by referring to rules. This issue should be debated threadbare. The seriousness of the situation should neither be under-rated nor ignored completely, in the name of rules. A conspiracy to avoid discussion is being hatched. (Interruptions)

SHRI RAJVEER SINGH (Aonla) : Mr. Speaker, Sir, I am on a Point of Order. I have risen to speak time and again.

MR. SPEAKER : I will certainly hear your Point of Order. I must listen to you.

SHRI RAJVEER SINGH : Mr. Speaker, Sir, we all have been elected to this House. We express our views here. Today morning, a decision was arrived at in your chamber. I would like to ask why has it no been implemented?

MR. SPEAKER : You need not ask. You have to raise a Point of Order.

SHRI RAJVEER SINGH : My submission is that if no discussion was required on this subject, why was the Question Hour suspended? Why were replies to our questions not allowed. Today, I was to ask an important question. Why was my question not allowed to be replied to? Why was this drama enacted. Why is it that Hon. Members say something in your chamber and something different in this House? Why is it that those Hon. Members who had concurred with your decision in the chamber, are opposing the same here. This is not good.

MR. SPEAKER : Alright. I have heard your views. You have taken your sentiments to a greater height. But if you do like this, then all this will prove meaningless....

MR. SPEAKER : Whatever you have said is in order...be it a Point of Order or a Question.....

(Interruptions)

[English]

SHRI ARJUN SINGH : May I have your permission to say one word?

MR. SPEAKER : I will allow you.

[Translation]

SHRI BHAGWAN SHANKAR RAWAT : Mr. Speaker, Sir, I, too am on a Point of Order....(Interruptions)

MR. SPEAKER : I will hear you also. First, let me hear him.

[English]

Let us maintain order in the House first.

[Translation]

SHRI BHAGWAN SHANKAR RAWAT : Mr. Speaker,

Sir, I want to know that when you have given your decision, why that decision is not being implemented? (Interruptions)

[English]

MR. SPEAKER : I am in hundred percent agreement with what you have said on the floor of the House. But you know, this is a House where we want to work by developing consensus. I am very sorry to say that we decide something in the Chamber and we decide something differently in the House. And this also we would not have done but for the feeling that we should carry the feeling of everybody with us; there is no other thing. Legally, as far as the rules are concerned, probably, we are not that right, but then, if you have a feeling that everybody should be carried with us, probably, we have not committed a mistake. Please do not prolong this discussion.

[Translation]

SHRI ATAL BIHARI VAJPAYEE (Lucknow) : Mr. Speaker, Sir, now the discussion will be held at 4 o'clock. The Government is collecting the facts. You have said that they need time for collecting the information...(Interruptions)

MR. SPEAKER : No, no not time.

SHRI ATAL BIHARI VAJPAYEE : They need to ensure adequate presence of Hon. Members. But, I have a suggestion You have yourself mentioned that Shri Kathuria comes from that area. He was there yesterday. He apprised our Parliamentary party of the problems which have cropped up there. For example, there is a scarcity of water. Further, injured persons are not being looked after the way they should have been. I want to say that if you give two minutes to him, it will help the Government. After hearing his views, the Government will be in a position to take steps expeditiously. As far as the question of criticism is concerned, we can criticise the Government later...(Interruption)

MR. SPEAKER : Vajpayee ji, I am in agreement with your sentiments. If somebody comes and speaks in between and you also support that he should be allowed to speak, it is not proper. The House will not function this way. I will either let him speak or get his views in writing from him and then endorse it to the Government for needful action. But, if anybody comes and speaks, whatever he likes it is not correct.

[English]

It is not correct.

[Translation]

SHRI BHAGWAN SHANKAR RAWAT : Mr. Speaker, Sir, today four leaders of National Front and Left Front have dominated the House. They have also given the notice of Zero Hour. ... (Interruptions)

SHRI ATAL BIHARI VAJPAYEE : Mr. Speaker, Sir, Zero Hour will be there. You will again give them an opportunity.....(Interruptions)

[English]

MR. SPEAKER : I am so sorry that excepting a few senior Members...

[Translation]

SHRI BHAGWAN SHANKAR RAWAT : Mr. Speaker, Sir, you are talking of the consensus of the House. You can go for voting to know whether the Home does not want to discuss it at the instance of these leaders? Will not we be playing with the people of the country at the instance of these four leaders?....(Interruptions)

MAJOR GENERAL (RETD.) BHUWAN CHANDRA KHANDURI (Garhwal) : Mr. Speaker, Sir first you skipped Question Hour. Now, you are skipping Zero Hour too. How will the things go on like this?....(Interruptions)

SHRI BALRAJ PASSI (Nainital) : Mr. Speaker, Sir, when an earthquake had devastated Latur, we had discussed the incident first. Similarly, when bomb blasts took place in Bombay, it was also discussed, first. Why a discussion is not being held today? Sir, the situation is grim there. The lists of people are not being released. People are running helter skelter...(Interruptions)

[English]

SHRI ARJUN SINGH : This heart-rending tragedy is beyond description. I do not want to enter into this issue that has come up just now as to when and how it has to be discussed. That will be done naturally keeping in mind everyone's sentiments here and with you as the Presiding Officer having the final say.

MR. SPEAKER : I have now come to the conclusion that the House wants to discuss it immediately because Members on both the sides have said the same thing.

[Translation]

SHRI BHAGWAN SHANKAR RAWAT : Mr. Speaker, Sir, this issue should not be allowed to be caught in the whirlpool of rules.

[English]

SHRI ARJUN SINGH : What I am trying to say is that the discussion should be preceded by a reference from the Chair expressing deep sympathy of the House.

MR. SPEAKER : We have done that. We started with that. I am with Shri Bhagwan Shankar Rawat, Shri Atal Bihari Vajpayee and Maj. Gen. (Retd.) Bhuwan Chandra Khanduri. If we had followed the regular procedure, some Members would have had the opportunity to express their views. Now, that is exactly why some very senior Members, very active Members, should please do well in cooperating

with the Speaker and not just take pleasure in thinking that they are standing up and saying something.

[Translation]

SHRI RAM VILAS PASWAN : Mr. Speaker, Sir, if you like, you can initiate the discussion. We have no objection.

[English]

MR. SPEAKER : I thank the Hon. Members for this kind of cooperation. I would immediately take up, not as an Adjournment Motion, but as a discussion under Rule 193. Somebody asked me, 'Under what Rule are you doing it? The procedure is, when a Statement is made by the Hon. Minister, we just discuss that Statement. Now we have taken up the discussion. I will request Shri Atal Bihari Vajpayeeji. Please, Shri Atal Bihari Vajpayeeji, bear with me. I am probably committing some offence against your fine sense of procedure and all those things.

Again, I am asking you to start the debate under Rule 193 on this issue so that the Members also would speak. This is agreed by all that we may not... (Interruptions)

MR. SPEAKER : It is not necessary now. Everybody is agreeing. Let us cooperate. You will start it. Shri Somnath Chatterjee will speak. Then, Shri Ram Vilas Paswan will speak and others will also speak. Shri Atal Bihari Vajpayee, I am sorry for this kind of a thing.

[Translation]

SHRI ATAL BIHARI VAJPAYEE : Mr. Speaker, Sir, if I rise to say that this whole discussion should be conducted under the adjournment motion then what will happen.

(Interruptions) I am not saying so.

MR. SPEAKER : Vajpayeeji, you are not saying that but sometimes you say so to create an embarrassing situation. But whatever you had said, was to find some way out. Even then if everyone agrees, I would like to request you that you should not have any objection.

11.57 hrs.

DISCUSSIONS UNDER RULE 193

Train Accident Involving Puru Hottam Express and Kalindi Express Near Firozabad.

[Translation]

SHRI ATAL BIHARI VAJPAYEE (Lucknow) : Mr. Speaker, Sir, the Hon. Prime Minister has given statement regarding the train-accident. The Hon. Railway Minister is not present in the country. The hon Prime Minister is looking after the Railway Ministry also. This fact has

become more clear after this accident that this system is not satisfactory and the division of the responsibilities in the Government is not proper. Now, when the Hon. Prime Minister is holding the charge of Ministry of Railway and giving statement on behalf of the Hon. Railway Minister. Then the country and we people also were expecting that he would visit the site of the accident and express his grief and console the injured and dependents of the people who died in the accident but only Mallikarjun ji had gone there and we do not have his report before us.

As I had said in the beginning that it is the worst accident ever happened. Such accidents might have occurred earlier also. There are three aspects of this accident- the one is related to the facts as to what has happened there. It has been highlighted in the statement of the Government and the newspapers also have given some information. Our friends Shri Katariji and Rawat ji had gone there, they would like to submit some more facts before the House. A train was already stationed there at the station when the other hit it. Hundreds of people have died. I will take up this aspect later on as to why different data regarding those who have died have been given by the ruling party and the opposition in the house. I was saying the other thing, the facts are facts and these will be discussed. Whether a lowest rank employee was at fault or some signalman committed a mistake, when one train was already at the station for one and half hours then why the information regarding that was not given? What was the difficulty in it? These facts will continue to be discussed, these should be brought to the light and it is necessary to know these facts.

12.00 hrs.

But there is one other aspect that during the last few years there has been phenomenal increase in the railway accidents. I would not like to recount these. Today, the newspapers have given date-wise and year-wise details of these accidents. Since 7th January, 1991 when an accidents took place in Calcutta, these accidents have been taking place continuously. About 15-16 big accidents have already taken place. Before this session comes to an end, another tragic accident may take place. The question is as to why the number of accidents have increased and it should be replied to.

The railway claims, and there is no reason to accept this claim that electrification, mechanisation and computerisation is being done. Steps have been taken to avert the accidents. We claim to have made progress in the field of science and technology but these accidents could not be checked by using these and perhaps this is not possible also. I would like to ask as to whether their number cannot be reduced? It is the question of the whole Railway Machinery, it becomes necessary to discuss all those issues which relate to providing of facilities to Railways and the steps to be taken by it.

When any accident takes place, we order for two types of inquiries. Sometimes a judicial enquiry is

conducted or sometime the inspector of railway safety does this work and its report comes. Our complaint is that the whole of the report is not published, only 1-2 paragraphs are published. What happens to these recommendations, the House as well as the nation does not know anything about those.

I remember the day, when Shri Jagjivan Ram used to be the Railway Minister. The number of accidents had increased and I was speaking on the railway budget, I had said that there was so much insecurity in the railway that if a passenger boarded the train, he left the hope of this world and the life aside and only remembered the name of Rama. It is an incident of years back, these days accidents are common. The motto safe railway is levelled. Safe travel is the responsibility of the railway. Now neither the railway administration can run away from its responsibility nor the Hon. Prime Minister can satisfy us by saying that blue bull or buffalo hit the train, the engine went out of order and the driver had to stop the train. I can very well understand that a blue bull can hit the train and it is out of the control of the Government but how the blue bull reached there, it is also a question. (Interruption)

SHRI SHARAD YADAV (Madhepura) : It is not blue bull Atal ji, it is blue-horse.

SHRI ATAL BIHARI VAJPAYEE : Even if you say it was a donkey, I am ready to accept that even. (Interruptions)

SHRI BHAGWAN SHANKAR RAWAT (Agra) : The Hon. Member is on the wrong. It is not blue horse but the blue bull, I myself had gone there and saw it.... (Interruptions)

SHRI ATAL BIHARI VAJPAYEE : He does not want to make a mention of cow. He is paying regards to your sentiments. You should thank him.

Mr. Speaker, Sir, an animal was roaming there, it hit the train, animals can not be stopped. These animals do not understand that they should not hit the train run by the Government and they will have to sacrifice their life by hitting the train. It is an other aspect. But I would like to know that when the blue bull hit the train, the railway engine went out of order and the train had to stop for one and half hour, if this fact is wrong then I would like to know the reality, when the train stopped for one and half hours, then whether it was thought, or arrangements were made or the steps were taken that the Purushottam Express which is a fast running train should be stopped then and there and if it is not stopped a major accident can take place. This issue is related to the facts and it is a question mark on the entire system of railway. Cannot we stop such an accident? What sort of progress we are claiming to have made and what is the use of saying that the trains should run in time? This question is concerned with the system. But I would like to emphasise on one thing and that is the accountability. The accident took place and more than 300 people died. Earlier also the accidents had taken place. Some Ministers resign and some other

do not do so. It is not the accountability of the Hon. Minister only but of the Government. The Government is accountable to the House. It is accountable to the railway passengers. If such a big accident takes place then what is the morality and what is the justification of constitutional morality, the House wants the reply to all this? The Government is being questioned. Therefore, the adjournment motion is being insisted upon. Is the Government accountable? Does it have any reply for the increasing accidents. Has it not been unsuccessful in performing its duty? Has not it lost the ground to remain in power? The question regarding the number of casualties has been raised. This number may change by evening but I would not like to link this question with the number. Alright if our adjournment motion is rejected but the question is different. The Government fails in a particular area continuously and the Hon. Minister fails to perform his duty properly, then should this House keep mum and does this Government have not any Constitutional responsibility or accountability? Should the people die in this way. What a big tragedy has taken place!

Now I would like to come to my last point. I will not take much time since I want that the Hon. Members should express their views on it. Mr. Speaker, Sir, why this dispute arises at the time of every railway accident that the Government is mentioning the casualties to be less whereas the number is high. Do not we know how to count the dead bodies? Are we not able to keep the record of the dead bodies even? We are not worried about the living people, we have converted them into dead ones but even the record of those who have died is also not maintained. The Government has lost its credibility so much that every time different figures are given. The record of the casualties can be maintained and the counting can be done. Their families can be informed. After all the passengers boarded the trains after buying the tickets. The railway has some responsibility towards them. Why a confusion is being created regarding the number of casualties. We talk about transparency. But can we not show transparency in this case that so many people have died. We have counted each of the victims. The family members of the deceased are being informed. We should not take the deceased as dead bodies merely. They were living human beings, who have fallen a victim of our mistake. We do not have the record of that even.

Our friends, from Firozabad and Agra will speak themselves. The relief work which should have been started immediately was not done upto when they were there. There was shortage of potable water. A number of people have died there and no proper attention was paid towards them. The injured are not given proper treatment. Details of all these things should be given by the Government. Mr. Speaker, Sir, when a big accident takes place, a commission is set up. Three big commissions have been set up till date and Judicial enquiry has been conducted. The inspector of safety conducts the enquiry in a different way. I have that the reports of all these are not published. There is a need to publish all those report. Whether each

of the recommendations has been implemented or not, it should also be taken into consideration. The faith of the people in railway travel has shaken. If that faith is to be restored then many steps will have to be taken and as I have said that Government should give example of its accountability towards the Parliament and the country.

[English]

SHRI SOMNATH CHATTERJEE (Bolpur) : Mr. Speaker, Sir, it is a great tragedy about which we are discussing today in this House. One of the most serious railway accidents has taken place, where the report is that the number of casualties may be over one thousand persons dead and a large number of people injured. The Hon. Prime Minister, in his statement, has said that 230 persons have been injured so far. Many of them, as we find from the newspapers, are in a very critical condition.

It is quite fit and proper that this House which represents the country as a whole should express its condolences through the Condolence Resolution that you have been good enough to move. The question of a vital importance that immediately arises now is what action is being taken to rescue the people, who have been trapped there and for the treatment of the persons who are injured.

Apart from the great tragedy that has befallen the members of the family of those who have been killed, it is essential that all possible action should be taken to reach the minimum requirements to save the lives of the people who have been injured, who are in a critical condition and no effort should be spared in this regard. In this connection, what we have come to know is that very useful work has been done by many voluntary agencies and we should openly acknowledge the very constructive role that has been played and the efforts that have been made by them under the great seriously difficult conditions. We must appreciate it and I wish to put on record our appreciation of the role of the voluntary agencies there and I must congratulate the people that they have responded immediately. There are some complaints about difficulty in reaching the Railway's arrangements for rescuing the people and for looking after the injured.

This has become not an annual feature but almost a monthly feature, a quarterly feature in this country. This is the fourth very major accident in this country, this year. The Railways is the most important national carrier in this country apart from being the biggest public sector undertaking. It is the most important national carrier, especially in a country like ours - a vast country with a huge population, with people hardly able to afford any other mode of transport. This has to serve the largest number of people and there is the importance of the Railways. But over the years, unfortunately, the Railways is not getting that attention which it should have got and incidents like this are happening repeatedly.

This is a case of one train ramming against the other or hitting the other from behind. This is something inexcusable in a country like ours in the later part of the 20th century where we cannot control such types of accidents and just pass it on, saying that some human failure of & cabin man or a signaller or somebody; then they think as if that is the end of the matter. Then the ritual investigation by the Commissioner of Safety takes place. Thereafter everything seems to be forgotten. Who suffers? What steps are being taken to introduce the new modern systems? They are not very modern.

Sir, I shall place the Reports of the Committee of 1982 which have recommended so many things for avoiding railway accidents of the particular type that has happened now. Sir, in May this year, the Madras-Kanyakumari Express collided with a goods train near Salem and there were a very large number of casualties; and 52 people were killed. I am only referring to some of the accidents which have taken place this year. That was on 14th of May. Today we are on 21st of August. I would like to know from the Prime Minister as to what has happened after that? What is the result of the inquiry? What remedial action has been taken? Merely increasing the compensation from Rs. 5,000 to Rs. 10,000 does not help matters though it is necessary. But is the Railways learning any lessons? Can the lives of the people of this country be a matter of such total unconcern by the Railway authorities?

Repeatedly such accidents are happening. Similar accidents are taking place, I stress, 'similar accidents'. This is a similar accident which has taken place. The other one is also very serious which happened in a place called Kalubathan about three months ago. Shildajammu Tawi Express was diverted towards a loop line and then that accident took place where 45 people died. It is a similar accident. What has happened after that? Sometimes when the House is in Session, when the issue is raised, a statement is made, some sort of discussion takes place and everything goes under the limbo; and everything is put under the carpet. I must also say that whether we are seriously following these things or not is a matter to be looked into. What is to be done?

A Standing Committee has been constituted by you and I have got the great responsibility and honour to be the Chairman of that Standing Committee. All our reports were unanimous, but how many have been implemented? We were to take up, I can tell you Sir, the rolling stock problem and all that which are also responsible for this. On so many important subject, we have submitted unanimous reports, but how many have been taken notice of an how many have been implemented? We can only follow up, by the Action Taken Reports which the Committee does not accept, nowadays we are experiencing the attitude that 'sorry, we cannot; we would not. Almost on that basis, they will say. Then what does the Committee do? We can only reiterate our recommendations. A great institution or a great methodology that you have been kind enough to adopt, we all support it. But let it not become just a formality.

Another similar accident which was to take place was just averted because of the presence of mind of the railway employee there on the Black Diamond Express, soon after that Kalubathan accident of Jammu Tawi Express.

Then, in June, 73 people were killed in two accidents in West Bengal and Orissa. Today, some of the newspapers have given a list of major train accidents. I find about 30 or 35 major accidents which had taken place since 1981. Have the human lives any value? Shri Vajpayee has said, there is the feeling that railway journey is no longer a safe journey - decoities, troubles, anxieties. Passenger amenities are not there. The people are thrown away from the train. Punctuality has lost all sense of importance. We find that the whole approach to the Railways has taken its formal shape which shows that the Government is totally unconcerned, could-not-care-less type of attitude.

I am sorry that the Railway Minister is unwell and he had to go abroad. We wish him speedy and complete recovery. He has been here for so many years. In which areas is there any improvement? Wagons are needed but orders are not placed. Big Central Government undertakings are getting closed for want of orders. People are on the streets. Workers are on the streets. Idle wages to the extent of Rs. 70 crore are paid. We have been making umpteen representations. We have been raising it in the House. I understand that now under some sort of pressure, some orders are being given.

I am mentioning this because this accident should not be looked into in isolation. This is becoming the result of a continued neglect-not only neglect, a studied indifference-to the problems of the Railways, the demands of the Railways and demands of the people of this country which is the other mode of travel for the common people of this country. How does one come? We are talking of Indian unity. We want exchange of views, exchange of people in the sense of their visits. Otherwise, what is this Indian unity? Then, how would people come from 50,60-100 or 200 miles? Which is the other method? But we do not find any improvement in the Railways.

So far as this aspect of accidents on the same track because of two trains is concerned, I am referring to a Report of the Railway Reforms Committee as early as April, 1982 which dealt with the question of railway safety. I will read the names of the Members : Chairman was Shri B.D. Pande who subsequently resigned and was appointed Governor of West Bengal. The other distinguished Members were : Prof. Ravi J. Matthai, Indian Institute of Management, Ahmedabad; Shri Russi Mody, Vice-Chairman and Managing Director, TISCO; Justice H.C.P. Tripathi, former Judge, Allahabad High Court; Dr. Manmohan Singh, Member, Planning Commission-the other 'Manmohan Singh', not this Manmohan Singh. This new avatar has jettisoned everything! The other Member was Shri M.S. Gujral, Chairman Railway Board and Secretary was Dr. S.K. Ray.

Now I will quote the unanimous finding of this Committee from page 4 of the Report :

"The Committee consider that there are a few basic and vital issues which need urgent consideration and in this background, the Committee have applied themselves to the immediate task of concentrating attention on two major areas where immediate action is both necessary and possible.

"These are all the important issues of raising Railways resources to enable the Railways to catch up with the frightening areas in renewal and rehabilitation of the permanent way and the rolling stock, accidents and safety which have been exercising the minds of the people and the Government alike."

How much has the Finance Minister provided for these in his new dispensation? This was not the first Report; this was preceded by three Reports headed by distinguished people. One Committee was headed by very eminent person, Dr. Kunzru in 1961. The second Committee was the Wanchoo Committee of 1968 and the third one, the Sikri Committee of 1978. The fourth Committee was, I hope, with the active participation of Dr. Manmohan Singh. I do not know whether he was a sleeping member or not. Sir, we have got the great benefit of having fat reports; there is no dearth of reports. Now, what is the action taken on these Reports? The Prime Minister cannot run away today from answering this questions. He has to answer these questions today. You cannot play with the lives of the people saying that you are looking into it and the Commissioner (Safety) will look into it. Somebody says that the cabin man has already fled away. What can that poor man do? You will immediately catch hold of him and say that he is the culprit.

Sir, there is a system known as track circuiting which is not a very modern concept. This concept was of 1981. And in 1981, Kunzru Committee also recommended that. In page 528, it says :

"An analysis of train collisions covering a period of six years made by the Kunzru Committee in 1963, had revealed that 37 per cent of the collisions on broad gauge and 42 per cent on metre gauge were caused due to reception of a train on a blocked line or by despatching it into a blocked section. To avoid such train collisions, the Kunzru Committee had suggested track circuiting of passenger lines at stations"

That is what has happened here. I am again quoting from Dr. Manmohan Singh's Report. What happened in 1963, 32 years back?

"Six years later, in 1969, while reviewing the pace of track circuiting, the Wanchoo Committee found that the progress in this regard had been

slow because the Railways had not addressed themselves to this task with the necessary sense of urgency. They recommended that the Railways should step up the progress and aim at completing within the next ten years the track circuiting of run-through lines and other passenger lines at all stations on trunk routes and main lines as well as important junction-stations on branch lines.

The Wanchoo Committee had also recommended that the Railways were providing track circuiting on run-through lines at stations between fouling marks only. While this partial track circuiting, no doubt, reduced dependance on the human element for ensuring clearance of the line between fouling marks, it did not guarantee that the line was also cleared beyond the fouling marks."

Ten years after 1969 came 1979. By 1979, this should have been over. It was very inadequate. Therefore, paragraph 3.4 of 1982 Committee says :

"While the Kunzru Committee, Wanchoo Committee and Sikri Committee had envisaged provisions of track circuiting on run-through as well as passenger lines at stations, the Railway Board mainly embarked on a programme of track circuiting of run-through lines between fouling marks primarily on the trunk and main lines routes. The progress achieved in this regard is very slow."

I do not want to burden the records by reading it. I hope this report will be found out in the Archives of the Government and brought out. But I may present a copy to Dr. Manmohan Singh to remind himself of his great contribution which has been faithfully ignored and now, Dr. Manmohan Singh has dried the Railways of their sufficient funds, of course, under the leadership of the Railway Ministry and the Prime Minister.

Sir, so far as the signalling and telecommunication are concerned, the revised estimate for 1992-93 was Rs. 150 crore and the provision made for 1993-94 was Rs. 165.65 crore. It is totally inadequate in any event. Now, what happened to that? Rs. 165 crore were allocated for 1993-94 but the amount spent was less than that, is, Rs. 162.99 crore. You could not even spend Rs. 165 crore. But the provision was made for Rs. 226 crore for 1994-95.

Sir, kindly notice that. When the provision was made for Rs. 226.78 crore as a revised estimate; the amount actually spent was Rs. 177 crore. It was Rs. 50 crore less at Rs. 177.03 crore. In the 1995-96, this is the figure as has been given, I know Dr. Manmohan Singh will now say, 'As Finance Minister, I am giving money. It is for them to allocate, in which subject they will do it.' But you have something to do with the economic reforms. Have you jettisoned all your previous roles? You have given up your

roles as Secretary of the South-South Commission. You are totally disowning, what you have said earlier.

12.31hrs

[Mr. Deputy-Speaker in the Chair]

But now at least, you are a Cabinet Minister. If your colleagues in the Cabinet are not functioning, then at least please bring them to the notice, remove the cobwebs. Bring them out from the archives.

Now has this Government any responsibility? At the top is the Prime Minister of India who takes over himself all the liabilities because he cannot manage his flock. The Railway Minister, unfortunately, goes for treatment. Then he has to take over himself because if he gives to one, other will immediately say, 'what is this? Why so and so is being favoured?' This is because, everybody knows, the Railway Ministry is a very important Ministry, especially during the Election Year Budget, especially.

This is the way, this Government is functioning. The Minister of State for Defence who is, as it is, unable to manage the Defence, is being sent there. In what capacity? Is he temporary Railway Minister? What is his *locus standi*? Just he was the Prime Minister's emissary. Then why was only he sent, because at one time he had mismanaged the Railways? This is the amazing way of functioning in this country. The innocent peoples have lost their lives whose only crime was that they were travelling.

Sir, we have read that some people were coming for appearing in the interviews. This is so tragic that the young athletes, the junior athletes who had gone for training and were coming back after their training with so much hopes and dreams to do something for the country have died or suffered serious injuries. Some Armymen who were travelling in the trains have also died. Their only fault was that they were the passengers of the Indian Railways.

It is very easy to say 'a signal man's responsibility.' Then why was this track circuiting not done when it is being recommended since 1963? I would like to know whether any attempt or exercise was done as to how much money would be needed. It is from 1963 onwards and not now.

As I said, we now are talking about the 21st century; we are talking of so many technological developments. We are trying to introduce them in this country. The telecom policy has been announced. The whole telecom sector has been opened up.

I take it that these are all simple gadgets. They were available even in 1963. Important Committees one after the other—the Kunzru Committee, headed by Dr. Hridaynath Kunzru, Justice Wanchoo Committee, Justice Sikri Committee—have reported about this. Even the report of the latest Committee which was set up in 1982 had recommended about it. Now, has any attempt ever been

made? Similar accidents have taken place. When similar accidents have taken place—a stationary train is being hit by another train—the question is: Why is it standing there? No action is being taken. There is no method to find out whether some got stuck up somewhere. There should immediately be a procedure to stop other trains from coming there.

Sir, what will happen? Could this Government wash away all these failures through insensitive approaches? If I may say so, the totally callous attitude of the Government towards the Railways is nothing but an anti-national attitude.

Railways is the biggest public sector undertaking; the only method of transport by the common people of this country. It is left in the mercy of—I do not know-whom? Maybe God. If an accident takes place, they would say it is either act of God or an inevitable accident or what is called an act of the cabin-man. Has anyone above the signalman or the cabinman suffered in any of the earlier accidents?

SHRI INDERJIT GUPTA (Midnapore) : One Minister resigned many years ago.

SHRI SOMNATH CHATTERJEE : Yes. We know that one Minister resigned many years ago. That was appreciated all over the country. But those are rare virtues. The present Congress would not believe in such things. This is the, I do not know, husk of a Congress, a Congress with the smallest 'c'. This is the present position. We know that they are going to their inevitable end. But you cannot play with the lives of the people. You cannot continue to take the country for a ride just because you are unable to perform. You are looking more under the table than over the table. This is happening so far as developmental activities are concerned. Everywhere—you cannot admit openly but everywhere it is happening. Therefore, who bothers? Probably, this track circuiting is not a very costly device.

Sir, what is the answer? We would like to know specifically as to what steps have been taken with regard to this track circuiting. It is not today's innovation. It has been a very old system; fairly 35 years old system at least. Very very responsible Committees have been recommending about it in their report, after report year after year. I do not know with a reduced budgetary provision and with an even reduced actual expenditure on that how it would be possible. The country demands an explanation from the Prime Minister as to whether there exists any mechanism to regularly study these reports and implement these reports.

Sir, I am sure, this House would have very liberally conceded to higher and higher grants. As a matter of fact, every time—as you know—the Railway Budget is placed, how the Hon. members of Parliament get exercised—legitimately—you cannot blame them—because instead of giving higher railway facilities, they are being reduced.

What is the condition of passengers? The first step that was taken up by the Standing Committee on Railways, at the unanimous desire of the members, was the question of Passengers' amenities which is being reduced now. Does anybody take care to know what is happening? Of course, ministers do not travel by rail. Nobody bothers about the condition of the trains. There is no drinking water facility. The report will come that in so many stations so many workers have been put on job and at the end the Action Taken Report will be there. There are so many such items.⁸

We find that in the name of going to the Twenty-first Century, this country has taken up only gauge conversion. There are unanimous reports about that. Of course, everybody wants gauge conversion. Everybody wants a unigauge system but not at the expense of other important works like, doubling, new lines, track renewals, passengers' amenities, electrification and so many other important things. Monies are being deducted from these heads. Last year about Rs. 300 crore were deducted from other heads and diverted to gauge conversion. You can see periodically one full page advertisement appearing in the Papers showing our Prime Minister on the one side and the Minister of Railways on the other saying, "We are making great progress. Here is a double line". We have been asking the economic result of the double line on a particular route but till now no report has come. The Government say, it is too early to make a study. When we ask for doubling or new line, they say that they cannot do it because the money is needed for gauge conversion. This is the lopsided nature of the Government.

It has been found out, because it is a part of the Parliament's property, that at the desire of the Minister the whole system of procurement and acquisition of wagons was changed. The Minister of Railways says, "My hunch is that this procedure should be followed". And the Planning Commission has laid down a procedure ignoring that. The Cabinet has laid down a procedure as to how wagons are to be procured. The Cabinet's decision was ignored. The minister says, "In my hunch I think we should change the system. It would be better." This is the attitude of the Government of India or the Ministry of Railways. Nobody seem to bother about it. It is the periodical shedding of tears by the Government of India or by the Minister of Railways. It is worse than the crocodile tears.

Lives of the people of this country are no longer safe. We find that the periodicity of these accidents has assumed a menacing proportion. Hardly we should call it an accident. Nowadays if a train passes smoothly then it is an accident. It is becoming unusual if you come by train without facing any trouble. Of course, the trouble of lack of drinking water facility, food and other amenities will always be there. There will be no toilet facility because nowadays in toilets you find pillows and bed sheets. I am talking about the Rajdhani Express. That is the priority. Mr. Finance Minister, I do not know how much you know about it! Sometimes I really feel, should we exonerate you of all this or are you a willing party to all this?

SHRI AMAL DATTA(Diamond Harbour) : If he knew about it, he would have resigned by now.

SHRI SOMNATH CHATTERJEE : He should know it better.

Therefore, Sir, I am sorry, I cannot but demand that this is an occasion where the least that can be done is the Minister of Railways should resign. But he is here. I cannot ask his resignation for this accident. He should ~~resign~~ *resign ex post facto*.

Enough has been done. Why could the present Railway Minister - not poor Mallikarjun - not provide proper post-accident arrangements for treatment etc. Therefore, the least the Prime Minister can do is to go gracefully.

[Translation]

It is enough, you have ruined the country here you get lost. Enough is enough. He has assumed the responsibility of the Railways and within a few days contributed the biggest railway accident of this decade. Therefore, let him go gracefully. There is no alternative to this.

[Translation]

SHRI SHARAD YADAV : Censure motion should be moved on this issue.

SHRI SOMNATH CHATTERJEE : What you would censure, they have become accustomed to all this.

[English]

Therefore, I demand that this Government should go. The Prime Minister should resign. He must accept the responsibility for this.

SHRI ARJUN SINGH (Satna) : The electricity has gone. If you make such demands, this is what will happen!

SHRI SOMNATH CHATTERJEE : For a time there will be temporary darkness. Then the real light will come and the people of this country will assert themselves and they will choose a proper Government.

Mr. Deputy Speaker, Sir, it is really a day of national mourning. Once again, I beg to convey our sincere feelings of sorrow and our feelings of condolence to the members of the families of the unfortunate deceased passengers of this train. We wish the injured a complete and speedy recovery. I once more congratulate those non-Governmental organisations and the common people who came to help them. I demand that this Government should provide adequate compensation and not this pittance of Rs. 5,000 to Rs. 10,000. All steps should be taken to look after the injured people for their recovery. It should be done on war footing. Sir, I reiterate that the least that this Government can do is to spare the country of them. I do not know who will reply....

SHRI SRIKANTA JENA (CUTTAK) : The Prime Minister should reply.

SHRI SOMNATH CHATTERJEE : He should, unless he resigns before that!

This Government must tell the people how these accidents could happen one after another in spite of repeated recommendations by important Committees. It is really not a case of an accident because a stationery train is hit. This has happened elsewhere in the country also.

Therefore, this Railway Ministry and the Railway Minister, whoever is there, must accept the fullest responsibility. It is the Government's failure. It is the result of a calculated move of denigrating the public sector, denuding the public sector of its importance. The nibbling has started. Sometimes the Government is nibbling, and also sometimes gulping various areas of the railway activity. It is this attitude that has resulted in this, the attitude of total negligence. I demand that the Government must fully answer to these points. Sir, let this debate be treated as a debate where we censure this Government for its total inefficiency, for its total negligence and, if I may say so, for the criminal negligence on the part of the Government. The least they can do is, to go gracefully now.

[Translation]

SHRI RAM VILAS PASWAN : Mr. Deputy Speaker, Sir, this rail accident deserves severest of the condemnation and present Government should be held responsible for it. It is really unfortunate for the country that travelling by any means of transport is not safe. Yesterday, I alongwith several Members of Southern India was coming from Madras. Suddenly the plane developed some fault and it has to make emergency landing at Nagpur. Fortunately, at that time there was no other plane, otherwise Holy Ghost alone knows as to what might have happened of it.

In case of trains I would like to say that Railway Ministry has been accorded a special status among all the ministries of the Government of India. It has a separate kingdom. An exclusive budget for Railway is presented and passed in this House separately, whereas budgets of other Ministries are taken up with the general budget. As compared to other ministries, the responsibilities of Railways are different. I apprehended big accident since when the Hon. Prime Minister took over the charge of Railways. When I read in newspapers that Hon. Prime Minister has taken over the charge of Railways I became apprehensive of some mishap and it took place yesterday only. How Railways can be safe, when this country itself is not safe in the hands of Hon. Prime Minister.

Mr. Deputy Speaker, Sir, yesterday's accident is really unfortunate. We are taking it seriously. I wish that the Government should be censured and Adjournment Motion be brought in this House but treasury benches are vacant. I desire that the Government should be condemned by

bringing a censure Motion or let this issue be debated either under Adjournment Motion or under Rule 184 so that at the end of the debate division of votes could be done to fix the responsibility of the Government. The main thing is that Hon. Prime Minister would have visited the place of accident as Ferozabad is not very far. Hon. Member has visited the place of accident and he is crying in the House. Administration would have taken it seriously and people would have felt that grimness of the situation if Hon. Prime Minister had visited the accident spot. But Hon. Prime Minister remained in Delhi even after such a ghasty accident took place. He sent a Minister of State to the place of accident, who is not in-charge of that Ministry and who at the moment conspicuous by his absence. We are raising this issue and condemning it but who is going to convey it to him. He has many other responsibilities as well. I would like to say that there is none here to take accidents of such magnanimity seriously.

In 1981, another such incident took place. 15 years ago a train had derailed and fallen in Bagmati river near Kursela. Later on the findings of the inquiry revealed that this accident took place due to increase in the speed of the train, as the track was not strong and started tilting due to increased speed and the train fell into the river. According to the Governmental report 270 persons were killed in that accident but people did not get the compensation even after 10 years. Reports of several accidents are presented but not discussed here at all. No action is taken thereon. Today discussion Ferozabad accident is going on in this House. Prime Minister would come here to say a few words but none is here to take care of their bereaved families. Therefore, I would like to say that Prime Minister himself should have visited the spot and this matter should be taken up seriously.

Just now, the Chairman of Standing Committee on Railways was speaking here. I admit that there are certain points, such as trains do not arrive and depart, in time. People have to sit on a long time waiting at railway stations. Sometimes we are told that train is coming in time and yet after two hours, it is said that train is on right time. Sometimes passengers are told that it is just reaching.

Mr. Deputy-Speaker, Sir, once in March I was going to Lucknow from Patna and no train was available so I thought of going to Lucknow via Kanpur which is near to that place. But in Kanpur I found that the train scheduled to reach the station at 5 A.M. came instead at 8 P.M. In the same way there is no arrangement for drinking water in railway. At the time of passing the railway budget, all these items are included and later on no satisfactory reason is stated for such shortcomings.

Mr. Deputy-Speaker, Sir, in the context of accidents, I would like to say that 16 major railway accidents have taken place during the last four years and this is the most ghasty accident among them. Several soldiers, players and common citizen of the country have lost their lives and Railway Board is still maintaining silence over it. According to them one train was stopped because a

buffalo was cut on the track and the second train coming from opposite direction was given wrong signal and thus it rammed into the other train. What would be more unfortunate than this?

Mr. Deputy-Speaker, Sir, on corruption I would like to say that in railways it has crossed all the limits. Corruption is rampant in the name of modernisation. No one is thereto supervise and inquire into these matters. None is punished after inquiry is hold. No one is made responsible for big accidents. A fourth class employee would be dismissed when report of such a big accident would be presented here after 2 or 3 years and thus the matter ends.

Mr. Deputy-Speaker, Sir, I could not understand as to why no action is taken in the aftermath of such accidents even after raising the issue in this House time and again I would like to remind that when Late Shri Lal Bahadur Shastri was the Railway Minister, he resigned from the Ministership over a train accident. In the same way responsibility of accidents should be fixed. Officers at lower level would also get scared if it is done. But here responsibility is not fixed and that is why big officers escape and same small or fourth class employee is made responsible and dismissed from service.

Mr. Deputy Speaker, in respect of compensation I would like to say something about the ex-gratia amount released by Hon. Prime Minister. Compensation for life is given in accordance with the economic standard of the passengers. Rate of compensation is different for different persons killed in plane accident, train accident, bus accident and rickshaw accident. I would like to say that this discrimination should be stopped and equal compensation which may be two lakh or five lakh should be paid for people killed in any accident. Alongwith it I demand that one member of each family should be given Government service within one month. It is not necessary that it would be given only in Railways but in any Governmental department within one month.

Mr. Deputy Speaker, Sir, as regards the inquiry, I would like to say that all the departments of railway, be it the safety department or any other department; these are inter related. Therefore, I demand that a special Court should be constituted and judicial inquiry be conducted to enquire into this matter which would make its report within one month. This report should be laid on the Table and arrangements should be made to punish to guilty officials.

Mr. Deputy Speaker, Sir, whether it is railways or any other department, such incidents would not stop until and unless you make the employees accountable. Just now Shri Somnath told that it was a system failure and corruption on large scale has become cancer for the system. The water of Ganges cannot be cleaned until the Gangotri is polluted.

13.00 hrs.

Today none of the departments is corruption free. The concept of quality has lost its relevance. I, therefore, demand that a compensation of Rs. 5 lakh should be paid to bereaved families of each killed and arrangements for providing Government service to one member of each family be made. Judicial inquiry should be conducted into it and a time-bound special court should be constituted to inquire into it. Alongwith it this House condemns that the Hon. Prime Minister, being the in-charge of Railway Ministry, has no time to visit the spot of accident. Nothing could be more shameful than this. He has brought this country on the verge of annihilation and now life of people is not safe in railway since when he has taken up the charge of Railway Ministry. Now Hon. Prime Minister has no right to remain on this post. I seek his resignation as Railway Minister so that election could be conducted in the country. The next Government would manage the country some how but at least the country should get rid of him.

With these words, I conclude and thank you for allowing me to speak.

[English]

DR. KARTIKESWAR PATRA (Balasore) : Sir, from my constituency, some people have died and some people have got serious injuries.

MR. DEPUTY SPEAKER : Next you will have a chance. Your name is there.

[Translation]

SHRI PRABHU DAYAL KATHERIA (Firozabad) : Mr. Deputy Speaker, Sir, the train accident at Firozabad is the biggest of all in the country. It is the most heart-rending and an unprecedented accident. I am an eyewitness to it. When I was passing through that area at 1.40, I saw the tragic accident. There was not a single person who did not shed tears on seeing the accident. All the honourable members have presented their facts. This fatal accident took place in my constituency. I will not go into the facts. I was going to make this demand when the Hon. Prime Minister was sitting here and when Shri Atal Bihari Vajpayee said that I should be heard. Everything is in a disarray in the hospital. There were 130 dead bodies in the hospital. And in the railway colony 270 dead bodies were dumped in a single room. There was no arrangement for ice nor electricity nor generator.

Shri Mallikarjun was deputed there by the Hon. Prime Minister. He returned after giving only empty assurances. I would request that the Hon. Prime Minister should immediately make some arrangements there. Some arrangements should immediately be made for the victims, whether they belonged to Tatanagar, Orissa, Puri or Calcutta. Secondly, the District Magistrate and the administration failed miserably in their duties. Entire Firozabad has observed bandh. The Administration had

become paralysed. The activists of the Non-Governmental Organisations were extricating the dead bodies but the administration remained a mute spectator. The irregularities committed by the District Magistrate deserve severest condemnation. Similar was the role of S.S.P. The police personnel were seen busy in searching and taking out valuables from the pockets of the deceased. The District Magistrate and the S.S.P. should be transferred immediately. Only then some kind of order will be established. Dead bodies were being thrown like logs. Now, I am not in a position to continue my speech. This accident took place in my constituency. I am hopeless. Mr. Deputy Speaker, Sir, I request you that some arrangement should be made there immediately to establish some kind of order. The District Magistrate and the S.S.P. should be immediately removed.

Our leaders are right in their views that there is a legal procedure involved in it. Parliament is the highest institution in India. It functions on facts. I thank (them) profusely for keeping the morning time schedule in mind. The Prime Minister spoke of giving Rs. 5000 or Rs. 10,000 as compensation. 177 dead bodies dumped in the railway colony are not being registered. Arrangements should be made to prevent the administration from disposing of unregistered dead bodies.

The families of the deceased should be given adequate compensation. A judicial inquiry should be ordered into this train accident. The guilty railway officials should be given stringent punishment. The Railway Minister has gone abroad. Had the Hon. Prime Minister received any invitation from abroad, he too would have gone immediately.

Such big accidents are taking place in the country. Firozabad has been observing a bandh for the last two days. Each family is crying there. Parents of two children are missing. Among the survivors, a female child is one-and-a-half year old. Another child is two-and-a-half year old. Still another female child is 9 year old. Their parents are missing. Such children are tossing about in agony. No arrangement has been made to take care of them. The Prime Minister should resign owning moral responsibility for an accident of such a magnitude. While coming to Lok Sabha, I had made up my mind to resign, if he failed to do so. The Government may be devoid of shame, but I am not. My views were not heard. I felt very sad. Today I am not in a position to speak. I only want to say that maximum compensation should be paid to bereaved families. Further, a judicial inquiry should be ordered into this accident.

With these words, I thank you.

SHRI ARJUN SINGH : Hon. Deputy-Speaker, Sir, listening to my dear friend who represents the constituency where this heart-rending accident took place, one sometimes hesitates to describe in language which is matching the feelings of the people who have been injured and of the next of kin of the people who have been killed.

We have expressed condolences, we have expressed our sympathy; that is as it should have been. But everything else is said here on the floor of this House, whether it is the question of accountability, transparency or implementation of the recommendations or ensuring safety in a transport system which at one time prided itself to be not only the largest in the world, but also the most efficient in the world, in spite of many constraints that we have.

I think that saying all this is absolutely useless on the floor of this House, because transparency, accountability and probity, in my humble opinion, are dirty words in the dictionary of this Government. I do not know why and to attend to what the Hon. Railway Minister is absent when this debate is going on in this House.

[Translation]

AN HON. MEMBER : The Minister has gone to London.

SHRI RAM VILAS PASWAN : The Hon. Prime Minister is looking after the Railway Portfolio. He has taken over the charge from him. You say something to the Prime Minister. He is present here.

[English]

SHRI INDRAJIT GUPTA (Midnapore) : Now the Prime Minister is in charge of the Railways.

SHRI ARJUN SINGH : Sir, I know that our leader of the C.P.I.(M), Shri Somnathji, in a lighter vein has mentioned the name of Shri Jaffer Sharief. I would not be surprised, Sir, if in the convoluted logic that governs the actions of the Prime Minister, Mr. Jaffer Sharief himself be asked to resign for this accident.

Now, why should this thing happen? The casualness with which they utter lack of sensitivity to public lies at the root of all that has happened and with all due respect and regards to all of us sitting here as Member of Parliament—which is the Tenth Lok Sabha of our Republic—let me say in humility and with an apology beforehand that what this Parliament has permitted to happen or perhaps has acquiesced in time to come. I do not know what the future generations of this country will have to say about this. Why is there no accountability? I do not want to go into all the details which the Hon. Member Shri Somnathji has given. He has all that at his fingertips. But the Government runs on its credibility. You cannot help everything; you cannot mend everything; you cannot put everything right. Everyone knows that. But at least the feeling is that you are aware of what is going wrong. The belief is that you will attend to what is going wrong and you will put things right. But when that belief and faith vanishes, Hon. Deputy-Speaker, great democracies have come to grief. That is the history of this World. I see that happening gradually in this country also.

We are importing equipment worth crores and crores

of rupees. We get engines that run at the speed of 250 kilometres per hour or so by spending Rs. 700 crore or even more. All this justification was given in this House in spite of the objections raised. You just imagine that if one of those engines had been at the head of the train that collided what would have been the scene in that unfortunate place. But has anybody turned round and asked : 'What has happened? Why has it happened?' Yes, we have coined a new word now in India, it is a systemic failure. What is the system? This system is not made of clay, of mannequin or of puppets. This is a democratic system which we have devised for ourselves in the full knowledge of our responsibility. It is the system which we have promised to deliver goods to India, its citizens, the poor and the needy what they lack. And if this does not happen, if that responsibility is not discharged, we cannot blame the system. It is we who run the system that are to be blamed. But are we prepared to do that?

I am sure when the Hon. Prime Minister, who is the Railway Minister today, decides to come back to this House—which, in my opinion, he treats with utter disdain bordering on contempt—we will know what he has to say. But that is not what is at issue here. All that has gone wrong when this accident took place has to be clearly identified, not as an isolated incident but as Shri Somnathji has said, how by systemic disregard of everything that should have been looked into, attended to not having been done resulting in this grave and serious accident. Unless the Prime Minister is able to tell this House and the country about this in precise details, all that he says here today, in my view, would be nothing, not the worth of the words that he will utter.

I want to say, Sir, that the time has come when this Parliament must assert itself, when we, who have been returned to this Parliament as the representatives of the people, should listen to what the people of this country are saying today, whether we sit on this side of the House or on that side of the House. If we do not do that, the danger is not to the individuals, the danger will be to the democratic system of the country, which will be very sad in the history of this country.

DR. KARTIKESWAR PATRA (Balasore) : Mr. Deputy-Speaker, Sir, I am seriously overwhelmed with grief at the worst train disaster ever occurred in our country. In a train accident which took place in July, 1988, 107 people died, but the death toll is the highest in this accident which took place yesterday. In this accident more than 300 people died and more than 400 are seriously injured.

Sir, I am very much grateful to our Hon. Prime Minister that he has taken steps to send relief to the affected people. I congratulate him that he has come with a statement to this House and I also congratulate our Hon. Leader of Opposition, Atal Bihari Vajpayeeji, because he has demanded that the discussion should start immediately after the statement of the Hon. Prime Minister in this House. ... (Interruptions)

[Translation]

SHRIMATI SAROJ DUBEY (Allahabad) : Such a big accident has occurred and you are congratulating?

[English]

DR. KARTIKESWAR PATRA : Sir, I am really shocked due to this accident. Here, some Hon. Members were putting pressure in this House that the discussion should take place in the shape of an Adjournment Motion.

MR. DEPUTY-SPEAKER : Mr. Patra, you address the Chair.

DR. KARTIKESWAR PATRA : But, I congratulate our Hon. Leader of the Opposition because he has pressed the demand that the discussion should be taken up immediately after the statement of the Hon. Prime Minister. (Interruptions)

MR. DEPUTY-SPEAKER : When you have a chance to speak you can rebut it.

DR. KARTIKESWAR PATRA : Sir, I also congratulate our Hon. Speaker that he has given the ruling for starting this discussion immediately....(Interruptions) Many people were coming to Delhi from my constituency by this train.

[Translation]

SHRIMATI SAROJ DUBEY : He should take back his congratulation. The train accident occurred due to his negligence and he is congratulating. What is he congratulating for?

[English]

MR. DEPUTY-SPEAKER : Saroj Dubeyji, when you have a chance to speak you can rebut it. He has got a right to speak. You cannot take away his right. Let us hear him now. You will have a chance to speak.

DR. KARTIKESWAR PATRA : Sir, many people from my constituency were coming by this train. Some of those people are seriously injured and there is no information in respect of some other people. I do not know whether they have died or they are safe somewhere. I have tried my level best to find out as to what happened to them.

Sir, I have heard the statement made by our Hon. Prime Minister. He has stated that he has sent some officers and some of his Cabinet colleagues to the accident site. Some Hon. Members are very much agitated here. I am also equally agitated in my mind about this accident.

Sir, it is discussed in this House that the policy of this Government is highly irresponsible.

The accountability of the Government is discussed here. First of all, I would say that this is not the situation to discuss the accountability or the policy of the Government. The policy of the Government has been discussed threadbare in discussion on the Railway

Budget. We should discuss what steps should be taken and what steps have been taken by the Government so far to give relief to the victims. One thing I want to say is that those Members who were in the Government earlier are also criticising the Government severely. I am ashamed of this because the policy and the action taken by the Government are very clear.

Sir, some Members are telling that due to the anti-national attitude of the Government these sorts of accidents occur. This is not the fact.

MR. DEPUTY-SPEAKER : Dr. Patra, you need not reply to all the Members who have spoken. The Government is there and the Hon. Minister is there. He will reply to all these points. Your duty is to make valuable suggestions, if there are any, for giving relief to the victims.

DR. KARTIKESWAR PATRA : Sir, my first and foremost appeal to the Government is that it should identify and declare the bogies which have totally been destroyed or damaged and also declare that these are the persons who were travelling in these bogies against reserved tickets. The Government should also identify the persons who have died and declare the same through media, Doordarshan and Radio so that the kith and kin of the victims could know about their relatives.

Sir, secondly, arrangements for travelling of the passengers who are stranded there should be made immediately. Information centres should be opened immediately at New Delhi and halting stations of Purushottam Express as well as Kalindi Express so that the kith and kin of the victims could make enquiries... (Interruptions) I will not yield. The entire country and the people from far and near are waiting to know what has happened to their family members. They are in dark. I am a Member of Parliament, even I am in dark. My Mrs. and others were coming and they have reached safely. But seven others who were travelling by this train in bogie nos. S1, S2, S3, and S4, have not reached so far. Though I have tried my level best, I have not received any information about them.

Sir, it has been pointed out here that because of the policy of the Government this sort of accidents occur.

Earlier, the Member have told that certain accidents took place on May 3.

MR. DEPUTY-SPEAKER : Dr. Patra, you have made very valuable and constructive suggestions to the Government. I think that is sufficient. Now, we will give a chance to some others.

DR. KARTIKESWAR PATRA : I will put some suggestions here. I have gone through the Report and earlier, I have also participated in submitting the Reports to the House. When an inquiry was ordered about the fire accident in a train, I have gone to that place and I have also submitted a Report. My humble submission is that some sort of training should be given to the Railway personnel.

Sir, it has been categorically mentioned that failure of human element is the largest single factor responsible for the accident. This has necessarily to be shown—even those cases of failure of equipment which is ultimately traceable to human failure—as failure of the Railway staff. In India, the dependence on human elements is even more pronounced in the absence of sophisticated counter-checking devices like automatic train control. In India, automatic train stoppage...

MR. DEPUTY-SPEAKER : Dr. Patra, kindly hear me. There are other Hon. Members who want to speak. How much time will you take?

DR. KARTIKESWAR PATRA : One sophisticated train stoppage control should be there. That device should be introduced in our Indian Railways so that in any place, at any time, if a train is to be stopped, it could be controlled with this device. This device should be introduced in our Indian Railways. Whatever money is to be paid by the Indian Railways, it should be given to them. This is my first and foremost appeal to the Government and to the Indian Railways.

MR. DEPUTY-SPEAKER : Dr. Patra, you have made very valuable suggestions. Please conclude now.

DR. KARTIKESWAR PATRA : I will take just one second. People who are handling the network of controlling the running of the trains should be properly educated and trained. This would be my second suggestion to the Indian Railways.

[Translation]

SHRI CHANDRA SHEKHAR (Ballia) : Mr. Deputy Speaker, Sir, I associate myself with the sentiments expressed by the Hon. Member from Firozabad. It is an occasion of State mourning. The agony and the words with which he has described this accident are heart rending. My submission to the Government is that immediate steps should be taken to implement his words. I am aware of the difficulties involved in it but even then the Central Government has enough means to preserve the dead bodies of the deceased and to give a proper treatment to the injured. If it is not done in 24-36 hours, then it will be a matter of great sorrow. My suggestion is that whosoever—either the Hon. Prime Minister or any other Minister comes to the House to make a statement, he should announce steps to implement the words of the Hon. Member, who has spoken before me.

Sir, secondly, Hon. Somnath Chatterjee ji has said something. It is true that, we lack means today, but these are not so scarce that we can not use modern means. The Hon. Member quoted from the reports of 3-4 committees. I think that the Hon. Finance Minister was listening to him. He was the member of the committee which submitted its report. My submission is that a big investment is not required to acquire the means to avert such accidents. Today, the Government should, at least declare in the House that these means will be provided

to the Railways and if it is not in a position to do so, it should say so. If need be, a committee or sub-committee of Railways should be set up, even if it takes 3-6 months to see if the suggestions are being implemented or not. These two things are urgent at present. It is alright to enquire into as to who was responsible for it. I think that a committee of 2-3 persons including Shri Somnathji, who has been the member of that committee, should be set up. We should at least reach a consensus to take some steps on a certain issue. It will be denigration of Parliament of 300-500 people die in an accident and we just go on the debating the issue and conclude it with the statement by the Government.

Mr. Deputy Speaker, Sir, I would not like to say anything more. We have expressed our condolences but the Government should take a decision and come out with some effective steps. The Government should at least reply to the questions of the Hon. Member from Firozabad. If Uttar Pradesh Government is not doing anything—Atal ji is not present here at the moment—I would like to urge upon Jaswant Singh ji that he should ask the State Government to do something there. If the Uttar Pradesh Government does not do anything then the Central Government should do something at its own. I would like to request the Hon. Chief Minister of Uttar Pradesh to punish the guilty officer, if any. The Hon. Member was not speaking for any political gain but he was speaking from the core of his heart and taking inspiration from him, I rose to speak few words.

[English]

MR. DEPUTY SPEAKER : There are also other Hon. Members to participate in this debate. Are we to forego the lunch or are we to break for lunch?

MANY HON. MEMBERS : Let us continue the discussion.

MR. DEPUTY SPEAKER : I would like to know whether we have the break for lunch or forego the lunch and continue the discussion.

MANY HON. MEMBERS : Let us forego the lunch and continue the discussion.

MR. DEPUTY SPEAKER : All right.

[Translation]

SHRI BHAGWAN SHANKAR RAWAT : Hon. Sir, I am one to those unfortunate people who reached the accident site first of all. It rocked the entire Agra Commissionery. Except for one Newspaper, the print media did not cover this accident. The human toll was estimated at 1000, whereas some others said that hundreds of persons had died in that accident. In that state of panic I was the first to reach the spot to ascertain as to what had actually happened.

Though I was expecting a visit by any representative of the Union Government or the Prime Minister who has very recently taken over the charge of Railways to the spot, but all in vain. Of course, Mr. Mallikarjunan visited the site but that too very late.

I would like to make the position clear in this regard and tell you that the Chief Minister of U.P. is innocent. He reached the spot by helicopter and also visited the hospital at Firozabad. This was witnessed by the people. He promptly handed over his helicopter to the Administration for transporting the injured passengers. Therefore, I do not have any complaint against the Chief Minister. (Interruptions) The Hon. Member was speaking of D.M. and S.S.P. whereas I am talking of the Chief Minister and not about the entire administrative machinery. Please do not misunderstand me.

Mr. Deputy Speaker, Sir, as far as the question of officers of U.P. Government is concerned, I do not know about the SSP and DM of Agra circle, as I could not contact them but speaking in a nutshell—all the officers of circle level were too much busy over there. Even the officers of C.O. level were detained for duty there. Officers of the rank of DSP were put on duty. But all that I want to convey is that accident was of such a magnitude that even the Administrative machinery appeared quite inadequate to cater to the needs of the hour. The number of the injured and the dead was so large that the limited facilities and arrangements available at the Firozabad hospital were totally inadequate for treating the injured. Proper facilities were not available even in the Agra hospital.

I am critical of the administrative machinery of the department of Railways because the Railway administration had no arrangements for meeting such a situation or mishap and it was doing nothing whereas the outsiders were extending their fullest help. I say it with anguish that the voluntary organisations in Firozabad were motivating people to come to Saraswati Shishumandal for donating blood. The donors had assembled in long queues but there was no doctor from the Railways present there who could take their blood and give that to the injured and save their lives. Thousands of people had thronged the spot. The place of accident is called as Suhag-Nagari. The wailing people of Suhag-Nagari were ululating upon the death of the Suhag (husbands) of their sisters in Suhagnagari. The 'Suhag' of those who died in the train accident was snatched from them but those of the injured could and would have been saved. However, the officers of the Ministry of Railways did not act promptly and dynamically. Just now, the leader of the opposition while giving the example of their promptness said that they were repairing for one and a half hours the engine of the train under which a Blue bull (Neel gai) was run over. For that period of one and a half hours the officers of the Railways could neither see the Hiranbau station nor Firozabad station whereas the latter could be seen with a naked-eye as the railway loop line touching Firozabad is not even a furlong away from the accident spot but the

Railway officers were so ignorant that they could not see the stationary train there for one and a half hours. This speaks volumes about their callousness. They say that it was the result of a manual mistake by the signal man.

13.37 hrs.

[Shri Nitish Kumar in the Chair]

I do not hold the signal man at fault. I am not talking even about the system which has been talked about. I consider it as an administrative failure. This is the responsibility of the administrative authorities of our Rail Department who have to see whether the train has reached its destination or not. Who will take care of it? But none of them has time to see it. So, even the staff at Hiranbau did not realize as to why the train has not reached even one and half hours late, nor the staff at Ferozabad took pains to see whether the train that they had plied, reached its destination or not. Therefore, I want to say that it is an administrative failure and as far as the question of administrative failure is concerned, we are making deals for engine of A.B.G. We are making deals with a view to how to ply such train as could run at the speed of 250 kilometres per hour. But when the charges of corruption and nepotism are made, then we shamelessly defend them in Lok Sabha. I had talked to the Rail employees as to why not we supply such equipment to drivers and guards whereby drivers and guards could send informations about failure of the train in the event of its getting stranded on way, with the message that accident had taken place and therefore they should be reached. Had this small thing been looked into, then this accident could have been averted. We are talking big of automation. The schemes of gauge conversion involving cost of thousand crores of rupees are being formulated but guards and drivers are not being given this facility. Had this been provided to them then this could have been averted. Now I have heard that the Rail Ministry is formulating a scheme to retrench guards and when guards are retrenched then that House will have to utilise one third of its entire session for mourning such accidents only. So this is the attitude of the Government. So I would say that the Rail Ministry has failed in ensuring safe operation of rails. The standards of Rail operation are going down day by day.

I will like to speak next thing that the incidents of train running late have increased over the last six months. There is no certainty as to how many hours later the train will arrive or whether it will arrive at all or not or what destination it would reach. I can give you an example. Marudhar Express, a newly launched train, runs late not by hours but by days. Several trains run hours behind schedule. Avadh Express also runs behind schedule. Various Delhi bound trains run very late.

Therefore, it is necessary to review the functioning of rail system and it is expedient to make it safe. We will have to make a good arrangement because we cannot manage without it. The way rail officers have shown dereliction of duty in carrying out relief work, should be

investigated and those held responsible after investigation should be dealt stringently.

I want to link the hospital issue to that of Katheria ji. Hon. Chandra Shekhar ji has also given indication to this effect. Corpses are still lying there but nobody is there to take care of them. It is summer season. Yesterday, it was raining and corpses have got saturated. Now these bodies will emit foul smell. Their post mortem is very necessary. Kith and kins of deceased will like to have a last look of these corpses before and after the post mortem. The corpses have to be handed over to their relatives but Railway has not made any proper arrangement for it so far. People are arriving there by hiring private taxies. No body is there to hear their grievances. Nobody is there to take care of the corpses. Proper arrangement should be made to this effect. This is necessary from humanitarian part of view as well. Medicines should be made available at the Governmental level for the injured and those who have fallen sick. But no arrangement has been made to this effect so far. I have gone through in a newspaper that medicines worth Rs. 10 lakhs have been sent there but not even medicines worth Rs. 10 thousands have been sent there. I am saying so on the basis of my personal knowledge and after I have visited Firozabad. If Hon. Rail Minister, Rail Ministry or its any officer wants to challenge my claim then, they could accompany me and I could show to them as to how patients have been ignored there. I want to congratulate those voluntary organisations and the doctors who have announced that patients brought to their nursing Homes would be provided free treatment. Those who are regular luggage lifters in trains have also announced that they would not resort to theft any more and if any body has to be carried to Agra, Delhi or District Head Quarter, they are ready to provide them the whole hearted services.

The people of Agra Division extended full help. But I feel distressed that the Railway Ministry remained indifferent.

There is no one to look after the orphans. The Non-Governmental Organisations can not look after them indefinitely. Therefore, I demand that the orphans should be adopted by the Government. The Government should make arrangements for their upbringing, for their employment and it must make arrangements for their education.

One more thing I would like to mention is that large number of people are reaching the site of incident to express their sympathy. There is a large crowd. It is essential to control them. They are full of sympathy and are in tears. It is their desire to extend their help. But unless there is guidance, the crowd would continue to swell. Water is not available there. At the incident site there is a nullah. The stench forces the people to cover their noses with handkerchief. Arrangement for water and accommodation for the people should be made at Firozabad so that cholera or other contagious disease do not break out these. Anxious people come from outside

but there is no one to give them information. The Hon. Prime Minister has incomplete information. Normally, I do not get agitated in the House. Because my leaders have trained me not to get agitated, no matter what the situation may be. I am pained at the Prime Minister's statement.

His statement to the nation and in the House is utterly false. I have said this twice. The Uttar Pradesh official who is looking after the disposal of the dead bodies, told me that 250 dead bodies have been sent from here. I spoke to him at quarter to two. About 50-60 dead bodies are still buried under the debris. I showed them a dead body half of which was under the bogie and the other half exposed. He too become paralysed on seeing it. Then I ordered to extricate the torso with the help of a crane. It was done before me. There children of 4-5 years were extricated before me. They said the total number of dead would cross 300. In the evening, before departing I asked them again and they said the number had risen to 300. They had either shifted or were in the act of shifting 300 dead bodies and the Press too had mentioned this figure.

I talked to the Press, at Agra. They said they had the official press note, which also mentioned the figure of 300. But the Prime Minister of this nation is so ill-informed, that he does not know whether 250 or 300 people had died. The total number of dead bodies should be more by now. Fifty soldiers have been killed. Sportsmen also were among those killed. Both the trains were jam packed. Almost all the passengers who were travelling in nine bogies that over turned, died. Large number of passengers were also injured due to derailment. Their numbers should also be determined.

The total number of those killed should also be determined. The number of passengers, travelling in the reserved compartments can be determined. The unreserved bogies were jam packed. Their numbers should also be ascertained. More dead bodies are likely to be recovered. Their inefficiency is evident from the fact that the tracks have not been cleared even 24 hours after the accident. Had the bogies been removed, the number of those injured could have been ascertained. But all this was not done. Corruption, and red tapism are responsible for this train accident. Not only this, but the series of accidents, is due to red tapism and railway officers' lack of devotion to duty. The railway officials and its staff think only of scams. I demand that the Prime Minister should resign on moral grounds. I expected the Prime Minister to visit to accident site, as done by Mayawati. Only day before yesterday he took charge of the Railway Ministry. But he did not go there. I would like to ask the Prime Minister, who holds the Railway Ministry, as to how many should die, for him to pay a visit.

It shows the height of inhumanity on the part of the Hon. Prime Minister. Had the Prime Minister been here, I would have asked him. If any Officer of his Ministry is present here, he should ask the Prime Minister as to after how many deaths of innocent people he will visit the place of accident. After all, soldiers were going to their

homes to celebrate festival, athletes were coming after playing there and the others were also going to their destination. They were not at fault. It was the moral duty of the Hon. Prime Minister that he should have gone there by helicopter and atleast have an aerial survey, if he was not able to go there at all. Had he gone there, people would have felt that he has sympathy with them. I understand that no one can bring back the dead ones, be it the Prime Minister or President of India. He could not return the members of bereaved families. But he could at least have consoled their families. But this Government has not done this job also. Therefore, I would say that the Government has badly hurt feelings of the people of the country.

I would like to tell that the number of killed is very high because 9 bogies full of passengers were derailed and overturned. Each bogie has a capacity of 70-72 passengers.

MR. CHAIRMAN : You have already stated this.

SHRI BHAGWAN SHANKAR RAWAT : Sir, I would like to say two more points. Our Railway Administration showed keenness towards decentralisation. Perhaps, the Hon. Minister has forgotten the announcement made by him in the Rajya Sabha that the Government was going to do decentralisation, and they will create some zones and some Divisions so that control may be exercised over entire administrative set-up, increasing number of passengers and trains. But after his budget speech no zones and Divisions have been created till today and as Shri Somnath Chatterjee was saying that the recommendations of all the committees constituted upto now have not been implemented and are in the files eating dust. Nothing has been done for increasing the efficiency of Railway Department.

Some of the friends have demanded for judicial inquiry. I would like to submit that inquiry into the causes of this accident should be conducted by the Parliamentary Committee and after that it should suggest some long-term measures so that efficiency of Railway Administration may be enhanced and safe travelling by train may be ensured. Because when family members go to the Railway station to see of any of their dear one, they are not sure as to whether he will return alive or not. One of my friends was telling that Railway Ministry has announced an ex-gratia payment of Rs. 10 thousand to the next of kins of the deceased and Rs. 500 to the injured persons.

It is disrespect to the deceased to give Rs. 10 thousand to the next of their kins. But those who are injured and require costly medicines and treatment....(Interruptions)

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI (Garhwal) : Discussion is going on but the Hon. Minister is cutting jokes like this.

[English]

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : It is absolutely wrong. Rather we were sitting and talking about discussing with the Prime Minister as to what more relief could be given only after listening to you.

[Translation]

MR. GEN. (RETD.) BHUWAN CHANDRA KHANDURI: You go and talk outside. You should be aware of the facts. Why are you disturbing the House. You can talk outside.

SHRI JAGDISH TYTLER : We were discussing that as to how they can be provided more relief.

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI: Mr. Chairman, Sir, please ask him to go and talk outside...(Interruptions)

MR. CHAIRMAN : He has heard you.

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI: When you are indulging in such act, how will you accept that you are doing the wrong things.

[English]

You do not have the moral courage to accept the mistake.

[Translation]

SHRI JAGDISH TYTLER : Who is doing the wrong things?

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI : You are indulging in gossiping and laughing here.

SHRI JAGDISH TYTLER : Are we laughing?

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI : Yes, Sir.

SHRI JAGDISH TYTLER : What are you talking?

MR. CHAIRMAN : Please do not drag out this discussion.

(Interruptions)

SHRI BHAGWAN SHANKAR RAWAT : In this context I would like to quote two lines from 'King Lear' written by Shakespeare.

[English]

"As flies to wanton boys,

So we are to Gods

They kill us for their sport"

[Translation]

People will laugh and they can laugh as they are the

rulers. But we are weeping for those innocent people who were killed in this rail accident. We cannot laugh even if we wish so My heart is weeping. The whole Firozabad, Agra, Mainpuri, whole region and the whole Country is weeping over it. I would recite these two lines of Shakespeare for those people who still have courage to laugh. You are in the ruling party and therefore, I request you to have mercy upon the people of country. Relief work for affected persons should be taken up on war-footing. Military can be called in if civil Administration has failed. But in the context of this accident military assistance is also proving-inadequate. In view of large number of affected persons, more assistance is required. I therefore, wish that relief work should be taken up on war-footing by calling the army so that all the facilities including medical treatment could be provided to victims

As I was saying, a Parliamentary committee should be constituted inquire into the accident which would fix the responsibility. Thereafter, a long-term policy should be framed to check recurrence of such accidents.

As some other Members have also pointed out, I would like to say that they should advise the Hon. Prime Minister to visit the place of accident. People would feel relieved even if the Hon. Prime Minister takes an aerial survey of the site of accident. The whole Governmental machinery would become active if the Hon. Prime Minister manage to spare a little time from his busy schedule to visit the place of accident It would also activate the Railway Ministry which is still going very slow in the matter of relief measures.

With these words, I once again request that this House should take appropriate decision regarding the Railway Ministry so that recurrence of such incidents could be checked. There have been a series of accident during the last six months. The whole Railway administration is paralysed. There is need to make the Railway administration efficient. You can earn money through scams later but at first, common man should be given facilities. If the Government is not in a position to provide necessary facilities, it should at least, be ensured that passengers travel in trains safely and their family members do not become orphan or homeless.

[English]

SHRI BRAJA KISHORE TRIPATHY (Puri) : Hon. Chairman, Sir, this is one of the worst train disasters in recent times where 300 people were killed and over 400 people have been injured. The unofficial death toll was estimated to be over 600. Many of the injured are in a very critical condition and no adequate medical assistance is extended by the Railways. The other passengers who are marginally or not affected are not provided with any relief till last evening.

Sir, the Railways and the State Government have failed to provide them rescue train; and even the State Government has failed to provide minimum facilities to

those who are not affected to come over to Delhi or to their respective places. There was no special train available for their relatives to reach the accident place till last evening. Even after 18 hours of the accident, the relief train has not reached the accident site and so, the relatives who are interested to go from Delhi to the place of accident could not reach the accident place to help their relatives.

Sir, it is alleged by some of the fellow-passengers who were travelling in the same train that the Purushottam Express was detained unnecessarily at Kanpur. In fact, all the trains were held up at Kanpur for aboutn one hour- to give way to a train in which Shri Pranab Mukherjee, the Minister was travelling; and this was one of the reason for this accident. The driver of the Purushottam Express was eager to make up the time while it was detained at Kanpur. I demand that this aspect should be inquired into and one judicial inquiry should be set up; and that the judicial inquiry should also take up the aspect as to why the train was detained at Kanpur.

It is the practice of the Railways to give this type of treatment to VIPs; and thus the Railways put the commuters to inconvenience. This should not have happened. It was just to help one of the Ministers that this train was detained for one hour. This should not have happened; and this is happening regularly in the Railways. I demand that there should be a judicial inquiry of all these irregularities. The ex-gratia payment should be paid at an enhanced rate.

Another thing to be looked into is that during the first six months of this year alone, a total of 199 people were killed and 500 people have been injured in train accidents in various parts of the country; and a majority of the accidents were caused due to the failure on the part of the Railways. The accident which happened yesterday is one of the worst train disaster of the country.

14.00 hrs

I demand that this Government should resign realising their moral responsibility. The entire country was shocked by this train accident whereas the Government and the entire ruling party were enjoying yesterday in Delhi. The Prime Minister had no time to reach the accident place. This accident is very much shocking; and irresponsible and this should not have happened. I demand that there should be a judicial inquiry to probe all the aspects of this accident.

[Translation]

SHRI CHANDRA JEET YADAV (Azamgarh) : Mr. Chairman, Sir, the whole country including this House is grieved over the rail accident in Firozabad. While respecting the feelings of the people of the country, we deviated from the scheduled busines of the House and have conveyed our condolences to the bereaved families and our best wishes for the speedy recovery of the injured.

Mr. Chairman, Sir, I would also like to congratulate and thank those voluntary organisations who reached

there at odd hours in the night and provided the required assistance immediately. The people of the city and nearby areas also reached there immediately and provided every possible help like rescuing the injured, providing drinking water and donating blood for their treatment. This is the true face of our society. It is the hall mark of our society and nation that people voluntarily come forward to extend every possible help at the time of distress. I heartily wish that this kind of feeling would grow strong.

Mr. Chairman, it is the most ghastly accident in the history of Railways. In the report of Railway safety Performance, the number of railway accidents which took place from 1960 - 61 to last year, has been given. It also provides the number of people killed in railway accidents since 1965.

In 1965-66, 41 persons were killed and in 1970-71, 27 persons were killed. I am quoting these figures just to tell that how Railways is functioning in this country. Mismanagement in Railways is increasing day-by-day. I have already given the example of accidents which took place 30 years ago and in which 41 and 27 persons had died respectively. In 1980-81 a train had fallen into Bagmati river and 436 persons were killed in this accident. The report of this accident has just come. According to Railways Sources 300 persons have been killed. Shrimati Geeta Mukherjee has told that she met a woman who was travelling by that train and as per her estimate, number of dead could go upto 1500.

SHRIMATI SHEELA GAUTAM (Aligarh) : Their own sources are telling that the number has reached upto 1000.

SHRI CHANDRA JEET YADAV : Shrimati Sheela Gautam is saying that information about 1000 persons has come. I would like to say that it was the most ghastly and heart-rending accident during the last 35 years I am very sorry to say that Hon. Prime Minister has not cared to visit the place of accident which is just 125 Km away near Firozabad i.e. before Agra. We have read in newspapers that Hon. Prime Minister was advised not to visit the place of accident as it would create hurdle in relief and rescue operation. However it is not correct. One should not expect the people of this country that they would come to see the Prime Minister, leaving their work behind or they would keep themselves busy in providing security to the Hon. Prime Minister. Had the Hon. Prime Minister faced any security problem he could have taken sufficient security personnels alongwith him. He must have gone there. The site of accident is just 125 Km away from here. Neither the Hon. Prime Minister nor the Railway Minister visited there. It is correct that the dead could not have been brought back to life by his visit but it would have conveyed a message to the people of the country that the Government is concerned over this accident and it is doing everything possible at its level. It would have further consoled the people. When someone dies, people go to console the bereaved family and not to provide any assistance. They go to associate themselves with the hurt feelings of that family.

I feel that it is extreme insensitiveness on the part of the Govt. that a Minister of State, who was not even incharge of that ministry was sent there. A senior Cabinet Minister went there and after inspecting the site, came back. He could have stayed there for sometime. I remember that at the time of invasion of Kuwait by Iraq, a Cabinet Minister was sent there who stayed there for weeks. It activates the administration and the feelings of people get associated with the feelings of the affected persons. The Government should seek an apology. It is not a common thing. After all why is it happening. For the last 30-35 years the Railways has been earning credit for less number of accidents but about 400 railway accidents take place in the country annually. 401 train accidents in 1993-94, 414 in 1992-93, 444 in 1991-92, 446 in 1990-91, 456 in 1989-90 and 457 train accidents took place in 1988-89. Leave aside the number of train accidents in 1975-76 which was 768. Not less than 400 train accidents have been taking place in our country every year for the last 30-35 years. Why is it so? Cannot these be averted? It is quite astonishing that two trains should run simultaneously on one and the same railway track. Some eight-nine months ago, I was travelling by train from Lucknow last year. A locomotive stood stationary on the track at Moradabad station and our train collided with it. We fell down from our respective berths and the locomotive was completely burnt. In that accident an armyman was crushed to death in between the two bogies and a civilian also died. The victims of train accidents, no matter they may come from any part of the country, are our own brothers, sisters and children. I think the Government should take it seriously and make a statement on it. To my mind the Railway Board should be the foremost organisation to be sacked by the Government today. What is this board doing? Why do accidents take place regularly? Are there any technical difficulties involved?

Mr. Chairman, Sir, was not the rear red-light of the stationary train functioning? It is being said that the man in the cabin could not see whether the train had crossed or not. It is also being said that the track was not properly changed. The reason of the mistake is difficult to ascertain even after so much time has elapsed. It could be ascertained from the cabin as to whether the machine was defunct or the track was not changed. Whether the rear light of the stationary train was not in order or was off? Many rumours have been set afloat about it in order to create confusion in the minds of people.

Mr. Chairman, Sir, Rawat ji and Katheria ji had visited the accident site. It was stated in the House that there were no drinking water facilities there and doctors could not reach the spot. Could not the doctors be sent there by pressing helicopters into service? Was the blood supplied from Delhi or not? The Government should make a statement on it. There is the army and there are helicopters which could immediately be pressed into service for taking the injured to the hospitals. The Government is mum about it. Paying a compensation of Rs.10,000 to the next of kin of the hundreds of deceased

is not enough. Have arrangements been made for taking the dead bodies to their respective homes? Why were not other special trains immediately pressed into service from Puri, Mathura and Agra? The relatives of the dead and injured passengers could have reached the accident site immediately free of cost if the timings of the special trains touching different stations were announced on the radio. Was this done? The Hon. Prime Minister's statement makes no mention of it. Such a tragic accident was not taken seriously. The Government cannot absolve itself from this culpability. Such accidents are a common sight in our country. It is being repeatedly demanded that the old tracks and their worn out wooden sleepers should be changed and new, modern techniques adopted. No steps are being taken for so many years now to prevent the collision of two trains on the same track. Why capable personnel are not appointed? Do the employees work till late in the night? This House and the country should be apprised in detail about the steps taken on all that. I hope that arrangements would be soon made for extending medical assistance, transporting the dead bodies and ferrying their relatives to and from the accident site. I hope that this should have been done so far and in case it is otherwise, then that is very unfortunate.

I want that a Supreme Court judge assisted by a committee of specialists should conduct its inquiry. A new confidence can be generated in the countrymen if steps are taken to ascertain the need of reforms in the Railways, measures of checking accidents, strengthening safety, detecting the mistake and fixing responsibility. I join my voice with others in demanding the resignation of the Hon. Prime Minister in the capacity of the Minister of Railways. He should rather resign from premiership because had this portfolio been with some other Minister, he would have been asked to resign today. The Hon. Prime Minister and the Railway Minister cannot escape from his responsibility. I hope that he will keep in mind all these feelings expressed here when he steps into the House.

I would, once again, like to convey my heartfelt condolences to the families of those who died in the accident. I would pray for speedy recovery of the injured passengers. With these words, I hope that the Government would take such steps as would generate confidence into the people about the safety of train travel because their confidence has been shattered, as two trains run on one and the same track and ram into each other. Steps should be taken to restore that confidence.

[English]

SHRIMATI GEETA MUKHERJEE (Panskura) : Thank you, Hon. Chairperson, for giving me an opportunity to speak.

I join my voice with all the speakers, who have spoken so far, in expressing my deep sorrow in conveying sympathies to the bereaved families. As a mother, who lost her only child, that too when the child was only 11

months old, I can imagine how those mothers who have lost their sons and daughters in this accident may be feeling. But it is not enough to yell only. It is not enough to express condolence or sympathy alone. What we are doing today and what we will do in the future are the most important things.

It has been said by the experts that both the human fault as well as the mechanical fault might have led to this particular accident. A lot of things have been said about the mechanical fault. We have been shouting about the way these engines are being maintained and the way these signals have proved wrong a number of times. But who cares for it? A number of times trains have stopped because of the faulty signals. For hours together trains keep standing because of faulty signals. I do not know why these things are not monitored.

Let me now come to another peculiar thing known as the compensation business. Whenever an accident takes place, the number of persons who die in that accident is always understated by the authorities. We know the same thing happened during Kalubathan accident. In this particular accident mostly the West Bengal people were involved. We all know in actual how many people died and what was the ultimate figure which was reported by the Government. If you go to that place, a number of them are still roaming about for compensation. This is a fact. I would like to know what is the guarantee that the same will not happen in this particular case also. I would also like to know what all has been done in the meantime to rectify the situation.

As far as the quantum of compensation is concerned, what is the amount payable under such circumstances? As per the Railways Accident Compensation Rule, 1990 the amount of compensation payable in case of death and injury making a person unable to do any work, is Rs. 2 lakh. Let us now have a look at the other figure, In 1993-94 the number of persons killed was 93 and the compensation amount that was paid to the families of the deceased as well as injured was only Rs.178 lakh. Am I to understand that there is some jugglery? However big an expert Manmohan Singhji may be, he cannot make Rs. 1 as Rs. 2.

No Reserve Bank Governor will agree. This is the situation. How it be met? These were the rules and this is the actual activity. Who is accountable for this, if not the Government?

Well, I wish Shri Jaffer Sharief a quick recovery. But I must say that I cannot ever forget what he had said after the Kalubathan accident. He had said, "How is the Railways responsible and how is the Railway Minister responsible for it? Who else is responsible? If there are accidents occurring everywhere, who else is responsible for them? If it they who board the trains who are to be held responsible for them? Who else but the Government is responsible for running the Railways charging money, less or more whatever it is, from the public? It is they who

are squarely responsible. I fully share the feelings of the young man who was crying. Why could not the Railway Minister visit the spot yesterday? The present Minister for Railways is our Hon. Prime Minister. Yesterday was Rajiv Gandhiji's birthday. Had Rajiv Gandhi been alive would he have liked the situation to be dealt with in this way? Just one person less in the birthday celebrations would have meant the Minister in-charge and the Prime Minister going there. How would Rajiv Gandhi have behaved? I know the human mind. Despite political differences, I am sure if there is his soul he must have felt very sorry yesterday that the Prime Minister could not visit the spot. Why could he not go? He could he have just made a sortie and come back and done his work as usual as it was Sunday and as the accident occurred in the middle of the night. There was enough time for him. Why was it not possible? Why was it not done? I do not know.

There is a funny rule in regard to railway compensation that cases of persons run over by train in the event of a collision between trains and road vehicles at level-crossings in which railway passengers are not involved, are not covered under these rules and as such no compensation is paid to persons injured in such accidents. Well, a large number of accident actually take place in such circumstances. Suppose a train is on its way, the level crossing is left open and suddenly accident occurs in which people travelling in both the road vehicle and the train die. Who is responsible for it? Why do you not pay any compensation for them? What is the crime of the passengers of the bus which is rammed into by the train, that they die in an accident but they cannot claim any compensation? This was the rule going on till 1990. Many accidents have taken place and it can be seen as to how many were level crossing accidents. I do not understand this. You make on kind of rules which you do not act upon and you make some foolish kind of rules which rule out the people who should get compensation. In this case, I feel and I can quite well imagine that a large number of deaths have occurred, as Bhavna said already, there was a confirmation of 1000 deaths. I was told by a lady Congress Member from Orissa who was travelling, that it may go up to 1500. May be in the darkness she could not see everything but then, somebody's impression is that. As to how many surely it could not be to the figure given out by the Government today. Why this understatement? Why does the Government cheat people like that in the case of such a tragedy?

I have already spoken about the compensation and delay in immediate relief. Really those who said this are absolutely right. It was a matter of 125 km only. How many vehicles are used for the security of the Prime Minister and other Ministers?

Even if as many vehicles as possible could have started immediately after the accident, they could have carried on and on and many people might have reached. From the middle of the night upto now. They could have taken much more number of people than the number of people who have actually reached. Even the cars might

have reached. They are now giving an example that they have enough trains upto now. They could have rushed and a lot of relief materials could also have been taken there. Why did they not take the relief materials? They are saying that relief materials had been rushed on a war-footing. If this is what their war-footing is all about, then I am afraid to think that if a real war starts, how shall they be dealing with it? If such an accident is supposed to be dealt with like this and if you call it as 'war-footing', Heaven help us.

So, at the end, I would like to mention, without going into the details-because many of my friends have already stated-about the question of the Prime Minister's resignation. Yes, we are demanding his resignation. I would like to point one thing. Our Prime Minister seem to be very fond of astrology. He often goes to consult astrologers, including the infamous, Chandraswami. If astrology has any meaning for him, I would rather say, just after his attainment of Railway portfolio-since such a disaster has taken place, let him believe in his astrology-this disaster has taken place. This co-incidence is very dangerous. Therefore, perhaps, it would have been, not only in good grace but also for his future astrological calculations also to straightaway resign and let somebody else take the responsibility. This is my strong feeling.

With these few words, I again demand that immediate and adequate relief be rushed without any further delay.

SHRI P.C. CHACKO (TRICHUR) : Sir, I thank you very much for giving me this opportunity to say a few words on this tragic rail accident.

Sir, the shocking tragedy that took place at Firozabad in the early hours of yesterday, was the worst ever tragedy in the history of the Indian Railways. I express my deep sympathies to the bereaved families.

Sir, while joining the Hon. Members who expressed their shock and grief on this tragic accident, I would like to say that this is a time for introspection; this is a time for all Parties, in this House, to put their heads together and collectively think as to how the increasing number of rail accidents can be effectively prevented. From the reports which had reached us, this tragedy, which had occurred at Firozabad yesterday shows that there is a human failure and negligence. This is something which could have been avoided. This increases the seriousness of the situation. This enhances the shock and grief of all of us. The way in which this accident had occurred at Firozabad yesterday, and if the Railways feel that there is no way out and such a situation cannot be avoided, then I would say that the Indian Railway system itself is totally unsafe for transporting the public in this country.

Sir, the Kalindi Express which was, due to some technical reasons, stranded on the main line, rammed into by the Purushottam Express. When this train was passing through a railway station, green signal was given to it to bypass and the train which was running at 100 kms. per hour, rammed into the back of the Kalindi Express.

That shows one passenger train was passing thinking a green signal was given. That is how this train was allowed to pass through and rammed at the stranded train which was on the main line. Sir, such an accident which occurred just half a kilometre away from the main railway station which is not far off from Delhi or if such a thing happens, then the question of safety device comes.

I think, the Railways owe an explanation to the House and to the whole country as to what safety arrangements are prevailing in the Railways.

Sir, when many accidents are happening, all of us express our grief, sorrow and shock and we discuss about the safety requirements and all these matters.

Sir, I join with many other Members in the Opposition, who have expressed today that the Indian Railway lack safety measures and whoever is responsible for that should be punished. It is the desire of this House that the Indian Railways should take adequate security measures to prevent such accidents.

Sir, from 1990, for the last four years, a number of accidents had taken place in the Indian Railways and thousands of people lost their lives. The last biggest accident prior to this Firozabad accident had happened in my State, in Quilon when one whole train was plunged into a lake in Ashtamudi. This accident took place in 1988 and it is known as Peruman tragedy. I remember that the Railways, after the persistent demands from the State, from the various public organisations and parties, had ordered for a judicial inquiry into that incident. It is the human nature that we may forget all these things after some time. When the Inquiry Report came out, a strange theory that a tornado took place and that is why this accident took place. That was the strange explanation given by the Railways. Sir, I do not believe this kind of basic errors, which is happening in the system. If the human failure or the mechanical failure, whichever is happening here, is not rectified or detected in time, it would be very unfortunate. Sir, only half a kilometre away, on the main line, one train was stranded and whether that line was clear or not was not known to the railway station which is only half a kilometre away. And when another passenger train, which was passing by, without knowing, without seeing and without verifying whether the main line was clear or not, they just showed the green signal and this train was allowed to pass by. This kind of a thing is unpardonable.

It is said that 230 people had lost their lives and this is according to the statement of the Prime Minister. I wish the number of people who lost their lives is not more than what the Prime Minister has said. But we are reading from the newspapers that 400 people had lost their lives and more than 400 people were seriously injured. We also understand from the reports that more than 11 compartments were totally smashed and we do not know how many people are still trapped in this charred compartment. Shri Mallikarjun visited this accident site

and has come here now. The whole House is anxious to hear from him as to what exactly had happened and whether all the dead bodies are being recovered from the accident site. Sir, it is likely, from all the reports and the circumstantial evidences, that the number of dead persons is likely to go further and we wish that it does not happen. But, whatever it is, this tragedy that happened in Firozabad is not far off from Delhi. The circumstances which surround this tragedy is more tragic than the tragedy itself. Limbs of the victims were strewn around and the whole area is filled with stink of decomposed human bodies and sufficient medical attention is not reaching there. When we are reading all these things in the newspapers, we cannot imagine something more shocking than this. We would like to know how it happened and how the Government reacted to it. When the tragedy like this, which cannot be explained in any language, happens, if we are going to see such tragic accidents through the coloured glasses, it is unfortunate and we have reduced this discussion on the most tragic incident when it is being discussed in this House. The whole country is watching how this House is taking up this issue. But, unfortunately, some friends are trying to see even the accidents through the coloured glasses of their political opinions and political views. Some Members were very quick in demanding the resignation of the Prime Minister.

I have no objection. All the Opposition parties have got every right to demand the resignation of the Prime Minister. But yesterday having taken stock of the situation, the Prime Minister in his wisdom thought that his visit to the accident site, probably, may disrupt the arrangements which are being made for evacuating the victims. When hundreds of people who are trapped under the jammed railway coaches, when people were trying all their best to take out the dead bodies and to find out who is who and what is what, at that time, a visit of a VIP to that spot, how it will affect the local situation, everyone who is here and those who demanded the resignation of the Prime Minister can very well understand. Sir, immediately, Mr. Mallikarjun was asked to go. Unfortunately the Railway Minister is not in the country. He is to undergo a heart surgery in a hospital in London tomorrow. All of us are equally sad and unhappy. But Mr. Mallikarjun was an experienced person. He was in charge of the Railways. The Prime Minister immediately asked Mr. Mallikarjun to visit the spot with the Railway Board Chairman and also Mr. Antulay, who is the Health Minister. He was also asked to visit the site and to make all arrangements to rush the medical relief vans, medical facilities, medicines, blood and all kinds of things. Whatever possible we can do is to be done. That is the instruction given. Every two hours, the Prime Minister was discussing with the top officials and giving instructions. And some people who were finding fault with the Prime Minister said that the Prime Minister did not visit. I am not here to deny or agree to what they have said but this is a tragedy. We have to approach the tragedy as it is a tragedy, not as a political event or we cannot colour this incident or we cannot assess this matter through our political opinions.

There are sufficient provisions for relief operations and assistance to be given to them. According to the existing rules, immediate assistance of Rs.5000 can be given. The Prime Minister immediately said, 'No, at least Rs. 10,000 be given'. This is not the final compensation or anything. Why should anybody be blamed for this? According to the existing Statue book, whether the accident is happening here or in some other State where somebody else is ruling the country, the rule is that an immediate relief of Rs.5000 can be given. The Prime Minister immediately said, 'No, Rs.10,000 should be given as an immediate assistance and whatever possible assistance can be given, it should be given'. We should analyze in all sincerity the facts whether the Government has done what a Government should do on such an occasion. But according to my limited information, I know that a Minister was sent and another Union Cabinet Minister was asked to go to the spot and all health facilities which the Health Department of the Government of India is having were placed at the disposal at this accident site. But whether the Chief Minister came in a helicopter, whether the Prime Minister could have made an aerial survey, is this the way we assess the situation like this? I am sorry about it.

We lost nearly 300 of our brethren. A team of sportsmen who were coming after a training whose name I read from the newspapers, are all great assets to our country. They all lost their lives. Nearly 30 sportsmen and three coaches who are well-known coaches have lost their lives in this accident and any loss of life of any individual is not less important than that of another individual. But to everyone who lost their lives in this accident, everyone who suffered injuries in this accident, our heart goes out to them - to the bereaved families, to those victims and to their relatives and to all the people. But railways safety measures should be there to strengthen that. That should be the resolve which this House has to decide and direct the Government to take at this time. Sir, there should be automatic arrangements. If one line is not clear, within half a kilometer distance, another train should not be allowed to pass by. It is not something a guard can show a green signal. That should not be the system. The system should be such that there should be automatic arrangements for not allowing a train to pass through when one main line is jammed or one line is not clear. So without going into such details, if instructions are given, if signals are given, then that shows that our signalling system is very primitive. It is very ineffective. Mr. Somnath Chatterjee also, most of the time when he was participating in this debate showed his political overtones. He is also the Chairman of Standing Committee on Railways. Ferozabad is not far off. Mr. Yadavji has said that it is very close to Delhi where this tragedy happened. Some people were saying about the accountability, especially Mr. Arjun Singh who very recently found out the meaning of accountability. He asked, what the Government is doing. We take the responsibility. This Government is accountable for this accident. I say that but at the same time, the Chairman of Standing Committee on Railways also can visit the site. The Leader of the Opposition can also visit

the site. I am not blaming anybody.

I am not trying to say this as my Party's opinion or view. It is not like that. I wish this discussion has been above all kinds of political considerations. It is a tragedy. It is a big tragedy. It is a big tragedy in the history of the Indian Railways. Forgetting all party views we have to sympathise with the victims and we have to request the Government to take all the steps which the Government has to take. Medical relief, compensation and all kinds of relief measures are to be taken. If there are any lapses on the part of the Government, the Government should explain them.

If in such a situation the Party leaders, that too responsible senior leaders are standing up in this House and deliberating in a political manner it is most unfortunate.

I once again express my deepest sympathies and my heartfelt condolences to the bereaved families on behalf of my Party.

MR. CHAIRMAN : I have to inform that Shri Mallikarjun, Minister of State in the Ministry of Defence and Minister of State in the Ministry of Parliamentary Affairs will intervene in the discussion and will place the latest facts and figures before the House. The Prime Minister will reply to the discussion at about five o'clock. I, therefore, request the Hon. Members to be brief in their speeches so that more Members can be accommodated.

SHRI BASUDEB ACHARIA : I will be very brief.

SHRI P.G. NARAYANAN (Gobichettipalayam) : I want to speak.

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) : I will speak after him.

SHRI P.G. NARAYANAN (Gobichettipalayam) : Mr. Chairman, I am shocked and grieved over the ghastly and devastating accident involving the Purushottam Express at Ferozabad on Sunday morning. I express my condolence to the bereaved families of the victims. There are conflicting reports about the death toll. The death toll range from 300 to 1000 according to various reports. A large number of persons were injured.

I demand that the Railway Ministry must inform Parliament about the actual death toll in the accident. While reporting the figures, I also urge upon the Ministry not to tone down or decrease the number of deaths in order to save the quantum of compensation. The Railways have been adopting this kind of practices during the previous accidents. Such an attitude is inhuman.

14.42 hrs.

[SHRI P.C. CHAIKO in the Chair]

Sir, modern means of communication should be provided at the lower level like linemen. If modern communications have been provided, the guard or the driver of Kalindi Express could have intimated the matter to the Station Master of the nearby Railway Station who, in turn, would have taken steps to stop the Purushottam Express.

I would like to express the need to modernise the Railway network system at the lowest level so that such ghastly accidents can be averted. I also point out that the compensation being paid now is very low. It should be of the order of Rs. 2 lakh, to be paid to the relatives of the victims of the accident. The compensation should be hiked because the deaths have taken place due to gross negligence of the Railway Department. The Railway Minister, though he is in London, is responsible for the accident and he should tender his resignation immediately.

This is not the first accident this year. More than four accidents have taken place during the last one year. A responsible person should be appointed to inquire into this accident. The Government is careless in this type of issues. It has not taken a lesson from the previous accidents and it has failed in its duty. I condemn this type of attitude of the Government. The Prime Minister must immediately visit the place and review all the arrangements.

[Translation]

SHRI RAJVEER SINGH (Aonla) : Mr. Chairman, Sir, thousands of persons have died in the train accident occurred in Firozabad. This accident has caused due to high handedness and gross negligence on the part of the Railway Department. Perhaps, Railway Minister has gone abroad for the treatment of his heart and I do not know as to whether the Hon. Prime Minister has heart or he is heartless. Had he been kind hearted he would have certainly gone there and consoled the bereaved people. I think this is the Department having heartless people. I think some officers of Railway Ministry are sitting in the gallery and they will definitely give reply in writing to my query that as to how the another train came on the same track when inter-locking system has been introduced and how it was given green signal? Why the trains had not reached the station first? When the first train was stationed on the track for one and a half hour then why the other station did not inform that no train should be allowed to come from last station? When they knew that Purushottam Express runs at a speed of 100 K.M. per hour and Kalindi Express runs with less speed, then why it was not stopped at Firozabad Railway station itself? It should have been diverted to loop line. It seems that responsibility will be fixed on a cabinman or any other lower rank employee. Now-a-days all systems are controlled from the control room. Chief Controller Supervises all the operations and

he has a map of railway lines before him, he can see that which train is going to which direction and where it has to be stopped. Without his directions no train can move even for an inch then whether the Chief Controller was sleeping or was unable to manage the situation? An accident like this, is very painful. I would like to know as to whether the railway officers do not monitor the trains running under their charge? Whether red light was not available in the Guard's compartment and it was switched on or not? Whether its kerosene oil was stolen? Whether it was lit or not and if yes, then it could have been noticed from so many kilometers and the train could be stopped.

The Government makes very tall claims here. I would like to know that when such fast trains are being run then, why air-brakes have not been fixed in them? And if they are fixed, then, why they were not used? No emergency brakes and air-brakes have been fixed in these trains. Therefore, I would like to know as to what the Railway Ministry, Railway Board and Traffic members are doing? Railways Department is being exploited in several ways.

Mr. Chairman, Sir, I am openly levelling charges against Railway Department for all this. Why all this is happening? Why this Department is so negligent? Corruption is prevailing in the whole Railway Department from top to bottom. Everyone connected with Railway Department is being suspected. The department has become victim of bureaucracy. Today, one cannot get a stall for minor work without giving bribe. Not only this, even one has to approach a Minister for installing a stall or kiosk. In the recently introduced catering service also they prefer their relatives and they should be from a particular area only. Railway employees are very much annoyed with this system.

The Hon. Prime Minister who is holding the charge of Railway Ministry also, does not possess the quality of solving the problems because whichever task he undertakes goes haywire. Recently he has taken the charge of Kashmir affairs, but the situation there is worsening day by day. A big train accident has taken place day before yesterday. There is a saying in our area "Jahan Jaye Bhooka, Wahan Pare Sookha." He is not sensitive even to these things. He did not visit there. I fear as to whether this train accident has been caused due to human error or there is some deep conspiracy behind it.

Any big conspiracy cannot be ruled out behind this accident as hundreds of persons have lost their lives. When a bomb blast is there only 10-20 or 50 people succumb to death but such accidents cause death of thousands of people. I fear as well as hesitate to say this but my mind is compelling me to say. Now-a-days we read in newspapers that two or three ministers will be assigned organisational work in the party and they will be dropped from the Cabinet. Names of Agriculture Minister, Railway Minister and Civil Aviation Minister are among them. I think, they are being termed inefficient, therefore,

they might have also thought that as they are being said inefficient, hence they would not let others become successful and create chaotic circumstances and as a result thereof such a major accident took place in their regime as had never occurred during the last four years of the tenure of this Government. Such a big accident has taken place for the first time and the Hon. Prime Minister is responsible for that.

Mr. Chairman, Sir, just now some of my friends were demanding the resignation of the Prime Minister. I do not agree with them on this point because he will never himself resign as he has no morality. Resignation is asked from a man who has morality. When this Government has no morality, then why it should be asked to resign. An era of morality had already been over after Lal Bahadur Shastriji. Now, this Government cannot claim morality therefore, he cannot resign. This Government neither has any morality nor the sensitiveness so that the Hon. Prime Minister make a precedent to show the path to others. Please forgive me, the people of the country are taking a note of all your acts. Today, most of the people in this country are against this Government. Thousands of people must not have cooked their food and lighted their houses in mourning. Their curse will lead to the defeat of this Government. Though, you may not resign, yet the people of the country will dismiss this Government in the ensuing elections. After all, this Government is not entitled to remain in power. Therefore, I do not demand for his resignation as he has no morality.

Hon. Chairman, Sir, I would like to say one more thing because mention regarding compensation has been made here. The matter of compensation is very sensitive. Compensation will be given to those only whose names are included in the reservation list. The people other than those are not being considered as passengers by the Government. Kalindi Express starts from Farukhabad and most of the bogies are general therein. Probably, one or two bogies are airconditioned or three-tier sleeper. On what basis, the Government will give compensation to those passengers who were travelling by these trains after purchasing tickets but their names are not included in the reservation list? What will the Government do for those who boarded these trains from stations in-between? The Government must not have a list containing their names. What procedure will be adopted to give them compensation? Now the Hon. Minister will say that the compensation will be given to those people only whose names appear in the reservation list but the Purushottam Express also has general bogies. A number of passengers must have been travelling without getting their seats reserved. What will happen to them? I would like to submit that the Prime Minister or the concerned Minister should make a clear statement in this regard. The Government should find out the names of the places in the case of those passengers who had boarded this train from Farukhabad or from the stations in-between after purchasing tickets for Delhi. If Government provides compensation on the basis of reservation list, many people

will be deprived of compensation because this train is unreserved except one or two sleeper bogies. Just eight days back, I had travelled by this train from Farukhabad station. Though it is Kalindi Express, but there is no electricity and water facility therein. The entire train was destroyed. Whether the Government has made any arrangements to hand over the dead bodies to their relatives and protect those from decaying or eaten by birds? What arrangements are being made for their postmortem and to hand over them to their families?

Mr. Chairman, Sir, if anybody who belongs to Puri and has died in this accident and his dead body is lying here, how it will be sent there, how its funeral will take place? I would like to ask as to whether any arrangements have been made in this regard? The Hon. Prime Minister has merely said that 271 people have lost their lives in this accident. But it has been published in the newspapers today that death toll has reached nearly one thousand. What arrangements have been made for them?

14.56 hrs.

[MR. DEPUTY SPEAKER in the Chair]

Mr. Deputy Speaker, Sir, I will not take much time. I would like to repeat my demands that while replying to the questions, the Hon. Prime Minister should reply keeping in mind these points that how many passengers were travelling in general bogies i.e. the number of tickets sold at the starting point and at in-between railway stations, the places to which the deceased passengers belonged. An inquiry should be made in this matter and people should be made aware of the actual position. There are so many dead bodies of the passengers who cannot be identified. How they will be identified?

Drinking water is not available there. What can be more callous than this. No doctor has reached there. The Railway Ministry has remained inactive. Blood could not be arranged. The local people queued up to donate blood. You could not make arrangement of doctors to take their blood. You did not send a helicopter from Delhi. You failed to bring those who were seriously injured by helicopter to Delhi for treatment. You should have done this. The Uttar Pradesh Government provided its helicopter. But not the Central Government. It was busy enjoying itself. It was busy celebrating birthday. It was preoccupied with renaming Connaught Place and Connaught Circus. I also feel happy when someone's birthday is celebrated. But not at the cost of thousands of injured. I do not see any use in asking for the Prime Minister's resignation or appealing to his moral sense. Because there is no use of appealing to the Congress party on morality. But I condemn the Prime Minister and the Government strongly. Had he any morality he would have resigned immediately.

With this I conclude and thank you for giving me time to speak.

SHRI RABI RAY (Kendrapada) : Mr. Deputy Speaker, Sir, today the entire nation and this House is mourning

over this tragedy and we are discussing here as to what relief can be provided to the families of those who have died in this accident. All eyes are centred on Lok Sabha. We are debating here as how to do justice to them? Yesterday, I received a telephone call at 12 o'clock that Dr. Santosh Kumar Sahu, a professor at Jawaharlal Nehru University, who was coming from Cuttack, was killed. But we did not know that so many people had died, at that time, yesterday.

Mr. Deputy Speaker, Sir, first of all I seek your permission to inform the House that, Jagannathpuri is also known as Purushottam. Hence the name Purushottam Express.

15.00 hrs.

Purushottam Express runs between Puri and Delhi. I want to tell you that as to how callous and indifferent the authorities are to this train. Purushottam Express originates from Orissa and comes to Delhi after crossing, Bengal, Bihar and Orissa. Two months back, dacoits stopped and looted the train in broad day light, at 2 p.m. People kept shouting but the railway authorities remained indifferent. The dacoits looted the train for three hours. I would like to ask you that those who come from Orissa, Bengal and Uttar Pradesh are second class citizens? This can be gauged from the fact that the Railway Ministry neither apologised nor provided any relief to them. This I say to tell you how the passengers of Purushottam Express are treated. They are subjected to inhuman treatment.

Was it not duty of the Central Government to start the relief work on a war-footing on receiving the information regarding this accident yesterday? The Prime Minister, who also holds the charge of Railway Ministry should have thought of contacting the Chief Minister and should have sent a Cabinet Minister to supervise all the rehabilitation work and to look after the relief work. Would the Government be able to do this ?

[English]

Have they performed their duties on a war-footing? Because an extraordinary situation demands an extraordinary action.

[Translation]

You will agree with this but nothing has been done. In his statement, the Prime Minister had said 150 people had died. I thank the print media for publishing that 300 people had died and 300 were injured. This was published in the morning newspapers. More people must have died after this. Some of the injured may have died, since it was mentioned in the T.V. that 135 people had died. The number of those killed kept on increasing. A passenger from Orissa had made a statement that attempts were made to extricate the dead bodies. But no attempts were made to take those out who were still alive. Thus, the Government has been callous.

Why was this work not done on a war-footing? The

Government would agree that this was not done. As if we have become insensitive. People are dying, they are in difficulty and we have lost our sensitivity. We are not sensitive to their pains and their difficulties. How and why this negligence and insensitiveness has come? I want to say that the view of the people is that, there is widespread corruption in Railways. Shri Manmohan Singhji and other Cabinet Ministers may have also heard about this. Whereas we feel proud that India has the largest number of public undertakings. There is widespread corruption in the country. Corruption gives birth to inefficiency. Corruption and inefficiency are inseparable. I am aware that our Railway Minister is in a hospital in London for treatment. But I would like to ask as to whether it is the manner in which the Government of India works. Till two months back, the Prime Minister had the portfolio of Industry, Defence and Health. Have you heard of any similar example in the World, where the Prime Minister looks after so many portfolios. One Minister of State, who was the member of Rajya Sabha, has since retired. Was it not necessary to have continued with the competent Minister of State thereafter? Can a single Minister efficiently look after such a big Ministry, like Railways. In the absence of a Minister, he comes to Lok Sabha to make statements. Even today he is sitting to make a statement. According to my knowledge this is the most inefficient Government, since independence.

[English]

The most inefficient Government the country has ever seen since Independence.

[Translation]

Inefficiency is the main reason which causes irresponsibility and which results in accidents. But the Government of India remains indifferent.

Shri Manmohan Singhji is sitting here. After the liberalisation, since 1991, the Government had made up its mind to remain indifferent to the problems of the people. Because privatisation would solve all the problems. It is the policy of liberalisation to go in for privatisation and to wash their hand of all responsibilities. I want to give this information to the House that at present each station is given on a contract to the contractor.

The selling of tickets at Bombay's Bandra station is given on contract. Therefore, I want to say that the work was not done on a war-footing. The corruption has increased. We believe in Parliamentary democracy. The Congress also believes in Parliamentary democracy. Under this system we hold the Ministers responsible, not the officials. There was a scam of Rs. 5000 crore. The JPC gave it's report. But no accountability was fixed.

15.08 hrs.

(Shri Tara Singh in the chair)

Similarly, there was a sugar scandal. In this also the Government showed no interest in fixing the accountability

on those who were responsible for that and, the Government ignored the ethics of Parliamentary democracy. Our colleagues, sitting on that side ask me not to raise the issue of fixing the accountability. But I say that without keeping in view the principle of accountability, can we have this debate?

I want to draw your attention to a train accident that took place in 1956. In that year an accident took place, which is also called Madras-Tuticorin train disaster. I am saying this because of Manmohan Singhji, so that he may understand this. At that time Shri Lal Bahadur Shastri was the Prime Minister. It is said:

[English]

It is most painful to report - he is reporting to Parliament, this House that as result of the accident, the death toll amounts to 144.

[Translation]

In 1956, 144 persons died in Madras Tuticorin disaster. At that time Jawahar Lalji was the Prime Minister and Lal Bahadurji was the Railway Minister. Earlier a train accident took place at Mehboob nagar and he requested Nehruji for resigning over it. Nehruji refused and said to him

[English]

'I do not want you to resign.'

[Translation]

Subsequently this accident took place. Today the Cabinet Minister Shri Manmohan Singh is also present here. I would like to present this before him, his colleagues and the whole Parliament. Lal Bahadur Shastriji was a moral Minister and a model Prime Minister. In this Parliament I would like to read out, his letter addressed to the Prime Minister :-

[English]

"My dear Panditji,

I am sorry I have to approach you again with this letter. You know that another very serious railway accident has occurred. It is a strange coincidence that this recent accident should have taken place in, more or less, a similar circumstance. And it has pained me most that another grim tragedy should have occurred so soon after the Mehboobnagar accident. The number of casualties is already much higher than in the former. I do not know what figure it will touch, and it has not been possible to remove all the debris so far. And then there are many who are grievously injured. I can very well realise the concern of the people and of Parliament about this very sad and shocking disaster. You were generous enough not to accept my resignation when I tendered it last time and I do not wish, to embarrass you again. But, I do feel that it would be good for me and for the Government as whole if I

quietly quit the office I hold. It would to a great extent, ease the people's minds. I hope you will be good enough to consider my request."

[Translation]

He had tendered his resignation over the Mehboobnagar accident as well. But as in the later accident 144 persons had died, he requested Jawahar Lal Nehruji to accept his resignation. The reply given by Jawahar Lal Nehru is the legacy of our Parliament. I would like to say to the Members of Congress party that we should not forget this legacy of our country and the Parliament.

[English]

We are here to follow this legacy.

Shri Jawaharlal Nehru is reporting to Lok Sabha.

"On receipt of this letter I talked to him also last night and I saw the great distress in his mind and the burden that he was carrying. Afterwards I thought of it again and I came to the conclusion that it would be better for me to accept his resignation....."

SOME HON. MEMBERS : No, no.

SHRI RABI RAY : That means, the House says : We are not accepting his resignation.

SHRI JAWAHARLAL NEHRU : If I may put it more correctly, it would be better for me to advise the President to accept his resignation, not because....

SHRI RABI RAY : Dr. Manmohan Singhji, please listen.

... not because, I hold him responsible - obviously not - I have already spoken in high terms of his work, the joint work that we have done together; I have the highest regard for him and I am quite sure that in one capacity or another we shall be comrades in the future and will work together - but I do feel more from the broader point of view of constitutional propriety that we should set an example in this matter and that no men should think that whatever might happen we carry on in the same way without being affected by it. We are affected by it. It has been a difficult decision for me, but I came to the conclusion in the small hours of the night and I thought it right to convey it at the earliest possible opportunity to this House. I proposed to recommend to the President to accept the resignation of my colleague, the Railway Minister. But I shall ask him to continue his work for a few days till other arrangements can be made."

[Translation]

Mr. Chairman, Sir, my question is.

[English]

Should we abdicate our responsibility as Members of Lok Sabha?

[Translation]

Lok Sabha represents the people of this country. Poor and common passengers died in this accident, not any millionaire. Would we forget the precedent laid by Hon. Pt. Jawaharlal Nehru and Lal Bahadur Shastriji in this House 39 years ago wherein they had displayed the sense of accountability towards people? Whether those policies would be ignored?

Sir, I was listening to the debate today. Members of our party were asking for resignation of the concerned minister Hon. Prime Minister who is holding the charge of Railway Minister is my friend but if we do not seek his resignation over it following earlier set policy the people would say that -

[English]

They are cynics.

[Translation]

Then how we would be able to strengthen the democracy in this country? Could you suggest any other alternative for it? This debate will conclude after sometime and become meaningless. In view of this fact humbly

[English]

We demand the resignation of the Prime Minister, here and now, in view of the precedent set by the late lamented Lal Bahadur Shastri and confirmed by the late lamented Prime Minister Jawaharlal Nehru.

[Translation]

Therefore, I am pained to comment on the development in this country. We are elected to Lok Sabha and entrusted with certain responsibilities. Sometimes I feel puzzled to think about the future of this country especially when we, the people of ruling party as well as those from opposition benches do not fulfill our responsibility and accountability. I, personally, honour the opinion of Hon. Prime Minister and he has another title with him i.e. the Prime Minister and the leaders of this House. In this hour of crisis today we are going to debate the issue of criminalisation of Politics. I would like to say that there is a nexus and no one knows about the number of mafia operating in the railway contracts. I, therefore, appeal to all the Members, especially those in ruling party, as they have more responsibility to share and we are here merely for name sake - I am asking Shri Manmohan Singh in particular as he is cabinet Minister - whether he would support this demand of resignation. In absence of the resignation, this debate would not reach any conclusion and prove to be a futile discussion.

On behalf of all the people of this country I would like to say that we should bring together all our forces to counter the challenge posed before the country.

The precedent laid by Lal Bahadur Shastriji is before us. At that time 144 persons were killed. Where this accident took toll of more than 500 lives. Nitishji was saying that the number could be 1000. Yesterday Nitishji was coming from Bihar and the route of his train was diverted. The train was running at a speed of 15 km. per hour. Thousands of passengers were taken on abandoned track. There were chances of accident on it. By the grace of God that accident did not take place but who would have been held responsible if any accident had taken place. A member of Parliament, who is also a Chairman can not make a false statement.

I would like to say that in his reply Hon. Prime Minister would certainly make the alternative arguments in view of all these points if he had any. There would be no other alternative except his resignation, as per chance the charge of Railway Ministry is with Hon. Prime Minister and therefore, he should tender his resignation. I demand his resignation and with this I conclude.

[English]

SHRI A. CHARLES (TRIVANDRUM) : Sir, it is with a deep sense of sorrow, pain and agony that all the Members of this House, in one voice, are discussing the worst train accident that has happened in the history of Indian Railways.

Sir, the initial reports that have come...*(Interruptions)* Sir, I am sorry that under such a cruel and tragic circumstance, the debate has gone to a level of scoring political points. I am so sad about the whole thing. I had been listening to the Hon. former Speaker whom I revere and he was speaking from the heart; and immediately after that the comments like this have come, I do not know why we are stooping down like this. I cannot express my anguish. There are times in the life of a person when one finds himself extremely difficult to give vent to his feelings or to express what is in his heart; words cannot explain the sorrow and the pain of the bereaved. It is very sad that some MPs have taken it in a very lighter vein. I am compelled to make this observation because of some comments that have come from that side.

Sir, the initial reports that have come say that 300 persons were dead and 400 have been injured. But the number may be fairly large; and only after the rescue operations are over, we will be able to find out what exactly is the total number of beloved persons who are no more, who are seriously injured and the persons with minor injuries and about the loss that the nation has suffered.

It is only in last May, one major accident has occurred which resulted in the death of 52 persons, when the Madras-Kanyakumari Express train collided with a goods train near Salem. I am very sorry to point out that the present accident and the last accident in May have happened under similar circumstances - that there is a train on the track and another train hits from behind. I

must say that today's newspaper report is alarming in the sense that it is reported that the linemen failed to notice that one train was stranded or is halting. Is it the way the Railways should manage the affairs? Is there not a system? Is it the failure of the system only?

As one Hon. Member has said, they have got a good machinery; there is a controller, sitting in his room watching every movement of every single train. What happened in the two railway accidents? The nation has right to know what is happening under similar circumstances. I feel that it has to be viewed very seriously. The Railway statistics show that the number of accidents are decreasing and the percentage of accidents is decreasing.

15.25hrs

That is no excuse for accidents. Every life is important and every human life is valuable to the bereaved and the next of the kin. In one case, it may be the loss of the father; in another house, it may be that of the mother or that of the children. The only hope is lost when the father of the family is no more or the surviving son who is the sole earning member of the family is lost. It is not merely the loss of life but the whole family is shattered. What is our answer to these poor families? We have to view this very seriously. Statistics show that in the last twenty years, not a single year has passed without two or three accidents every year, that too, major accidents with a loss of life of more than 50. Sir, Hon. Prime Minister has expressed his deep sense of sorrow, anguish and shock. We all share the agony of the Prime Minister. I am not going to speak about or answer the debate that is going on here; I am sure the Hon. Prime Minister and the Hon. Minister will answer to the debate. But under unusual circumstances, when the Railway Minister is away from the country undergoing a heart operation, as a temporary measure the Hon. Prime Minister has taken the charge of the Railways. But to say that he is the only one responsible for this tragedy is, I think, a little unfair. There are parliamentary traditions and norms when other parties ruled the country, also every year there were train accidents, I am not lessening the seriousness. I must say that we have to be accountable to the House and the whole nation. And that is the responsibility of the entire House.

Now, what is in front of us? Relief operations are in front of us. It has appeared in the Press and I am sure that Mr. Mallikarjun had rushed there. The honourable Chief Minister of UP also went there. Relief operations had been carried under the supervision of the Chairman of the Railway Board. The Army is there; we have to be thankful and commend the Army for their noble service that they do during peace time. Whenever calamities occur, they are there and do whatever is possible. But that, by itself, will not be a sufficient relief. Sir, the Hon. Prime Minister has also declared ex-gratia amount of Rs.10,000, that is, double than the normal. I must say that it is not sufficient. Every case has to be studied independently.

We had a very bitter experience in Kerala in July, 1988. I mean the Peruman accident. My friend Mr. Chacko has mentioned about it. The Island Express plunged into a deep lake and 107 lives were lost... (Interruption)... You should understand the agony of the families who lost their members. It is adjacent to my constituency. At that time, Mr. Madhavrao Scindia was the Railway Minister; he rushed there and we were all there. Relief operations were on and I must say that the Central Government acted in a good way and all that was possible was done. But there was an inquiry which Mr. Chacko also has mentioned. It is really a disgrace that after one year, that report was submitted. It said that tornado-I heard this word for the first time meaning unusual cyclone-came and lifted the whole thing. So, the cyclone had lifted it. The ordinary man with little common sense will not understand this. So, I must say that an impartial inquiry must be conducted and the nation should be told under what circumstances this accident has occurred which has resulted in the loss of so many lives. That is the first thing that should be done because we have to avoid recurrence of such accidents in future. We cannot simply say that the Indian Railway is the largest in the World and that about ten million people are using the Railways everyday. It is not the question of number. Every human life is valuable and important. So, the real cause of the accident should be known and effective measures should be taken to avoid such accidents in future. Proper compensation should be given to families where their sole earning members are lost so that the such families may be compensated in a just manner.

Sir, our Hon. Member Shir Rawatji whom I respect very much, was quoting two lines from Shakespeare. I am sorry that he has quoted Shakespeare to blame the Treasury Benches. But when he was quoting those lines, some small verse also came to my memory.

MR. CHARMAN : There is a long list of speakers. Please conclude.

SHRI A. CHARLES : Sir, I am concluding.

Sir, when he was quoting those lines, a small verse came to my memory and they are :

'Words, speak little
Books, not much
Silence, something
But tears, much more'

This august House would now convey our grief with our tears and let us share the agony of the bereaved families and try to relieve them from their agony and pain.

[Translation]

SHRI BRISHIN PATEL (Siwan) : Mr. Chariman, Sir, before saying anything about the Firozabad train accident, I offer my condolence to the bereaved families of deceased.

A comprehensive discussion had taken place on the tragic train accident. And our honourable members had urged the Government to take a humanitarian view of the accident and they tried to make aware the Government of its moral responsibility. But what morality are we talking of. This Government lacks in humanity and morality. Regarding this I would like to make some points. The entire nation mourns this accident. As far as I can remember, while presenting the Supplementary Railway Budget in 1993, the Railways Ministry had asked for additional funds from the Finance Ministry for the purchasing a plane. At that time also I told the Railways Minister that while additional funds are sought for improving rail safety, to prevent accident, he sought funds to purchase a plane so that he could reach the accident site quickly. In this very House I had asked the Minister that the manner in which he was seeking funds makes one to apprehend that in future there would be large number of accidents? This was taken lightly by our colleagues, but the entire House is now concerned with that very question.

Mr. Chairman, Sir, I would like to draw the attention of the House to another aspect of this matter.

All our honourable members feel anxious to ascertain the total toll. Some figure them at 200, some at 500 whereas some other put them at 1000. No one is able to tell the correct number of casualties and fatalities. Why? Are we to think that by quoting a lower figure, the Government wants to lessen the severity of the accident, or by doing so the Government wants to evade compensation? I would like to remind the House that the House had passed the Bill on Passenger life Insurance. A list of such passengers is prepared as have reservation. And in case of an accident for such passengers compensation is paid. But for the unreserved passengers, no such list is prepared. In this House I had asked the Railway Minister, as to how he would pay compensation to such passengers? The Railways Minister had replied that such passengers should have the tickets with them and only then they would be paid compensation. I regret to say that the entire nation knows that when such an accident takes place even clothes of injured passengers is not left. What to talk of their tickets. To overcome this, I had suggested the Railway Ministry to get instruction issued to the booking clerks to ask those intending to travel in the unreserved compartment to give their details such as name; address and destination on a slip of paper while buying tickets. Such slips should be kept until the train completes its journey. In this way the Railways can have the names and addresses of those travelling without reservations.

The Railway Ministry had agreed to implement this suggestion. But the Railway Ministry has sought additional funds not for improving rail safety but for the purchase of a plane to reach the accident site quickly. How can we expect from such people to have any morality?

Unfortunately, I was travelling in Poorva Express along with Shri Nitish Kumar. The train reached Etawah at 6.15.

There we came to know of the Firozabad train accident. But we got no details. We were told that the Poorva Express would leave for Kanpur. From there another train would take us to Delhi. Our train reached Kanpur at 10 o'clock. Keeping in view severity of that accident, you would be surprised to know that instead of taking the Poorva Express to Lucknow, it was plied on a different track for Balamau Junction which is 97 Km from Kanpur. And you would be surprised to know that this distance was covered in six hours. The trains travelled at a speed of 15-16 Km. We were travelling in that train only. The branches of the trees along the tracks were scrapping against the coach continuously. We had heard of one big accident and were waiting for another accident. We feared that the train would get derailed but, however, no accident took place and we reached Delhi today at 3 a.m. Therefore, I want to say that if they want to prevent an accident, it can be prevented. If they have the will to do justice to the poor, they can do so. Without spending a single paisa. Today the total number of fatalities and casualties is being asked in the House. Had they any will power, the total number of those travelling in the unreserved compartments could have been ascertained without spending a single paisa. But I regret to say that it is foolish to expect a humanitarian gesture from such a flint hearted Government. I conclude by exhorting them that if they have any will power left in them, then they should strive to provide justice to the poor also and to prevent such accidents in future.

[English]

SHRI YAIMA SINGH YUMNAM (INNER MANIPUR) : Sir, on my behalf and on behalf of my party I wish to pay my condolences to the families of those who were killed yesterday in the train accident at Firozabad. Through this House, I wish to express our deep sorrow and sympathy to the bereaved families. Our sympathies are also there for those who got injured in this accident and who are now struggling in the hospital for their lives. We pray for their speedy recovery.

It was a tragedy and this tragedy has taken away so many precious lives from their near and dear ones. We feel very sorry about it. It pains us deeply and we are not in a position to find words to express our sorrow. The number of accidents that had taken place in the recent past, as mentioned by many Hon. Members here, exposes the mismanagement and disorganisation of the whole of the machinery of the Ministry of Railways. A number of incidents have been referred here in this House. I need not repeat all of them.

I feel that this particular accident could have been avoided had timely action been taken either through the signals or through control room. This tragedy occurred since no such action was taken. So, I suggest that a judicial inquiry should be conducted or a Committee of this House should inquire into it and fix the responsibility. The Committee should find out who is directly responsible for this tragedy, whether the Prime Minister or the Minister,

who is now ailing, is responsible for this. If the Hon. Minister is responsible for this, he should take the moral responsibility and quit the post. Rabi Rayji just now pointed out how lamented Lal Bahadur Shastri taking the moral responsibility of a rail accident resigned from his post and how the late lamented Prime Minister Nehruji persuaded him to withdraw his resignation, but he refused to abide by him. It serves as a good precedent. This incident should inspire others also. The present Minister of Railways should take the responsibility and quit. I demand his resignation.

This will give solace and consolation to the people who are agitated in their minds.

Sir, one painful thing is the loss of confidence of the people in the journey by train. India is such a great country. As you know, the Railways unite the people from East to West and North to South. They integrate the people. This is such an important institution that it unites the people and integrates them. But now, the unfortunate thing is that the people have lost their confidence of safety in the journey by train, and that is a great loss. So the Government should consider it very seriously. So many accidents have occurred. They have been mentioned in this House by many Members and I need not repeat them. We must try to bring back the confidence of the people and make them feel that there is safety in travelling by train. Otherwise, the Railways will suffer very greatly, the country will suffer greatly, and the people will suffer very greatly.

Sir, I also feel that the rescue operations conducted by the State and Central Government machinery are not satisfactory to the people. We have learnt from many Hon. Members that they are not satisfactory and that they are not taken up on war-footing. Why was rescue operations not conducted even by the Army. These are the aspects that are to be looked into very seriously by the Government. I feel that the ex-gratia to be paid to the bereaved families and to the families of those people who were found injured and who are now in the hospitals must be paid honestly and promptly. Otherwise, the whole exercise will be meaningless. So, it may be taken very seriously.

Lastly, Sir, I would pray to God for early recovery of the injured persons and wish them speedy recovery. With these few words, I conclude.

DR. R. MALLU (NAGAR KURNOOL) : Respected Sir, I stand to express my deep concern over this tragic railway accident which has taken away hundreds of lives and caused injuries to several hundreds of people. Sir, immediately after the occurrence of the accident, our hon. Prime Minister who is holding the additional charge of Railways, has directed the Minister of State for Defence Shri Mallikarjun ji, who worked as Minister of State for Railways and had a lot of experience in Railways, to rush to the spot and take immediate remedial measures. The Chairman, Railway Board was also directed to go to the spot to take necessary steps immediately.

Sir, when we come to this biggest railway accident, our fear is that the Railways as a whole is losing the credibility. As our other friends were mentioning, the Railways are one of the organisations which is uniting the country by way of their very large network throughout the country. But, unfortunately, Sir, one after the other, in the recent past, a large number of accidents have taken place and this is one of the biggest railways accidents where more number of people have lost their lives.

It was reported that the Prime Minister should have gone there personally to supervise the rescue operations. But, as you know, if he goes there, the officers who are engaged in rescue operations, their attention will be diverted from their work to the Prime Minister's visit. This is the main reason why the Prime Minister did not go to that place. But he has already expressed his deepest concern to the tragic loss of lives of many people. But, Sir, in this House, by cutting across party-lines, we have passed a Condolence Resolution saying that this Parliament is very much concerned about this accident. It is for the Parliament and for the Government to fix the responsibility as to who is responsible for this tragic accident.

As per the information, because of wrong signalling, this accident took place. While fixing the responsibility for this accident, let us not wholly fix the responsibility on the smallest person in the biggest organisations. But, you must match the link from the signal-man to the Member (Traffic), to the Advisor (Traffic) and then to the Chairman, Railway Board. These are the people who are continuously monitoring the traffic system. Whenever such accident takes place, we in the Parliament raise some objections. We discuss it and leave it. This is continuously going on. Now, I would request the Government, through you, Sir, to fix the responsibility from signal-man to the highest man in the Railway Board in order to see that some strong action is taken against the people, who are working under the Ministry of Railways, and who are giving scope for such accidents.

There are two types of errors. One is human and the second is technical error. But, in this case, we are given to understand that there is human error. If it is a human, it is more grievous than a technical error. I would say it is the failure of the system as such. There is something wrong in the administration or monitoring of the human affairs in the Railways. Anyway, whether it is a human error or a technical error, we have to fix the responsibility.

So, I would request the Government to fix the responsibility and take some strong action.

I am coming to compensation. I have to say a word about compensation. It is very easy to give compensation for the people who are travelling by reserved compartments as the reservation Chart is with the Railways. As far as the people who travelled by unreserved compartments are concerned, I would like to suggest that let them take out the names of the people who are in the

reserved compartments from the total the number of people died and they will be able to find out the number of people who were actually travelling by unreserved compartments. If it is done, even the people who were travelling by unreserved compartments can be given compensation. The Prime Minister has increased the compensation amount from Rs. 5,000 to Rs. 10,000. This benefit must go to the poor people who usually travel in unreserved compartments. Sir, our Prime Minister had recently take over the charge of the Ministry of Railways. There is a regular Railway Minister also but unfortunately he has gone to the U.K. for treatment of his heart problem. In this case, Sir, whatever steps were possible were taken by the Government, through the Minister or the Railway Board. The steps have been taken from all sources. I do not see any reason for the Prime Minister to resign on this particular incident. I fully agree with the accountability of the Government in Parliamentary democracy and Parliamentary system but accountability does not mean only resignation. It means to protect the interest of the people. But, at the same time, I would request, through you Sir, that the Government must be very serious and must appoint a Committee to see how best we can improve the signalling and other communication systems so that such type of accident do not recur in future.

SH. S.M. LALJAN BASHA (Guntur) : Mr. Chairman Sir, I do not want to go into what our other friends have spoken about Rail accident. I just want to say that we too are responsible for this kind of Rail accident. The Rail Reforms Committee, constituted in 1980-81, had observed that track circuit be built in the country and also that would involve an expenditure of Rs.350 crore. But this recommendation has not been implemented so far. Had it been implemented, then this accident would not have taken place. The recommendations made by the Committee for Rail passenger safety have also not been implemented. If this is the trend then this would not be completed even within next 75 years. We would have to face this kind of accidents often. About 82 percent of the Rail accidents we have met with so far, occur largely due to wrong handling. The Railway Board should have acquired informations in order to change it. There is a system of mobile communication. The guard and driver are connected to control room through this only and this helps in locating train within a distance of two kilometers. The possibility of Rail accidents could be largely reduced with the help of this system. Today, automatic warning system has been provided at the Gaya, Bombay and Mughalsarai station only. In foreign countries, disorders in trains are noticed with in 100 to 120 kilometres with the help of automatic warning system.

Hon. Shri Jaffer Shrief thinks of increasing speed of trains. I want to say that first of all we need to check our system for this. The track conversion from Ambala to Patiala along Jakhart Bhatinda section has been carried out, infact on papers only and virtually no work has been executed so far.

16.00 hrs.

You have recently seen that one man has got Rs. 80 lakhs as bribe, so many such bribes are taken in Railway but even then the work is not done, if it is done at all, it is done on papers only. There is a special train for GM of all the zonal Railways, irrespective of whether it is Central northern Railway, eastern Railway, that is used exclusively for him when he goes for track checking. This system of Railway is operating in the entire country. Whenever this train is on its mission, then other trains are sidetracked and this is allowed to pass through because they are going on an inspection visit like a king. They do not know during this visit as to what is the condition of the track? Therefore, we all should discuss it unitedly, but I am listening to you from morning itself that whosoever comes to speaks asks Hon. P.M. to resign, what Hon. Jaffer Sharief will do? We should first set all the systems of Railways in order. Today, we should ask as to how much money we would have to spend in bringing an automatic system, out of Rs. 350 crore sanctioned for Railways & safety in 1981 because this is neccessaary for us.

Today, we may contend ourselves by shouting on PM or Shri Jaffer Sharief but tomorrow there might come one more minister, so let us think above party line so/ that no accident takes place in future. Today, Railway is a big mission of our transport system, we have to think every possible way so that this could become better. The kind of Government that we have today may not be there tomorrow. So this issue may or may not get solved this way. The entire House must focus its attention on what is happening within the Railway Board and who are the corrupt officers in Railway and at the same time we must ensure railway safety and security. Only then, we can avert accidents today, we must not pass our time by Just speaking only, rather we must spend whatever money is required for safety causes

I urge the Hon. Prime Minister who is incharge of railways tht he should allocate the amount/ recommended by the Standing Committee in 1980-81. Four to five crore rupees do not suffice for safety measures. If this does not happen, then thousands and lakhs of people will go on dying. We do suffer in Railway, we do know the condition of tracks. Today, rail accidents keep taking place and so the Government has to make efforts for rectifying these. This is Government responsibility and they must discharge it.

With these words I conclude.

SH. SATYADEO SINGH (BALRAMPUR) : Mr. Chairman sir, from today moring itself this House has been paying candolences on the most horrible Rail accident in which innocent travelling citizens have been killed on a large scale and this House has discussed this accident by suspending all normal proceedings.

This kind of accidents seldom take place and draw attention of the entire country. Here all Hon. Members have discussed it. Many Hon. Members especially those

from treasury benches have been insisting time and again that we should discuss it by rising above-party line. They feel aggrieved that this is being discussed on party line and the resignation of ministers and Prime Minister is being talked about. They do not feel aggrieved on the fact that the accident has taken place because of system failure or some human reasons. Today, it has been published on front page of country wide newspapers that more than three hundred people have been killed in the accident but our Prime Minister maintains that the total is far less than the projected figure. The question is not of number, but of lives lost in it. The question is of the dependants of those who have been killed. The ultimate figure, may be 300, 350, 400 or 500, will appear later. The matter of surprise is that there is no information as to when the Railways officers reached to the spot. This will be investigated and investigation keeps going on. Several investigating committees have already been constituted and a committee from this House also must have gone there. The officers of Railways have gone there. Safety Commissioner has also gone there but despite all this ostentation, the courage in toto is that the accident that has taken place, could have been averted. Our Charles sahib has gone there, he has narrated the accident. He has heard the name toronado for the first time and the wind that has blown has thrown the entire train in the loc. Here torando has blown out. We know who reach the accident spot. Our Chief Minister Ms. Mayawati of Uttar Pradesh Government reached there first. She has done a good work by going there. The way Our Rapid Action Force is being praised. When ever there is a natural or man made calamity, they are deployed there, but we feel sorry for this also.

It has been published in the newspapers that there were personnels of U.P. Police or R.P.F. who instead of removing dead bodies, saving the lives of survivors and making arrangements for shifting the injured to hospitals, were seen searching the pockets of the deceased and scratching their hands for ornaments like vultures. This is the image of India we are projecting before the World. Consequently, the competent authority evaded the responsibility by saying that thenceforward his men would not take part in rescue operations and they will stand aside. What action has been taken by the authorities against those persons. Who indulged in such indecent act?

Sir, through you, I would like to thank those voluntary organisations who whole heartedly served the cause of humanity in this accident. Interlocking system is a very old system being used in the Railway and moreover, it does not require any high technology. The cause of incident has been failure of inter-locking system. The train was standing in a section for two to two and half an hour and it had not crossed the next station. In this regard the next station should have been informed by previous station. The Guard is provided with telephone. He should have informed on telephone that thier train was standing on the intersection and another train should not be allowed on that section.

It is surprising how inter-locking system was changed to short circuiting system and green signal was given. Why did this accident occur? What to they mean by failure of interlocking system? The track section between Mughalsarai and Delhi is considered a very high speed track. Today, one of my friends was telling that there is a race for bringing in latest technology in the country. Hon. Manmohan Singh ji has been side-tracked. The achievements of the Hon. Prime Minister during the last four years are being eulogized. It is being acclaimed that we are progressing very fast in making this country a paradise but in this paradise, the people are being pushed to death.

Sir, there is a competition for purchasing rail engines from Brown Baveri or from Germany and every attempt is being made that it should not be manufactured in the country. Our Government is inviting foreign companies to invest in India but what is being done by the Railways to make interlocking system foolproof so as to save the lives of the people. Everyday, new high speed trains are being introduced. Traction Deiselisation Steam Engines are being phased out. The Government makes tall claims of increasing the facilities. It is a fact that Railway is the life-line of our country. Indian Railway is one of the biggest transport systems in the world. Everyday about 10-15 lakh people travel by these trains. Goods are also transported by these trains. What will happen if such accidents are allowed to take place? Today, the common man has lost faith in the Railways but he is compelled to purchase ticket. People belonging to Eastern Uttar Pradesh, Bihar and Orissa come to Metropolitan cities like Delhi and in Punjab by purchasing tickets and sitting on the roof of the train to earn their livelihood.

A clever person can travel in 1st class without ticket in connivance with the railway staff but a poor cannot dare to travel without a ticket. He cannot even enter the Platform without ticket because everybody, right from a coolie to a constable and Railway employes have an eye on him. In case his name does not appear in the Reservation chart, he is denied the compensation. The Government should either make all the compartments reserved or make arrangements to provide compensation to the families of the deceased. The Railway Department has announced a compensation of Rs. 10000, which was earlier Rs. 5000. Members of Congress Party are praising themselves for this increase. The dead cannot be brought back to life but at least, his dependents should be given adequate compensation. There is no harm if the Government provides them at least one or two lakh rupees in the form of compensation. This country is not a business centre. It is a welfare State and the Railways is a system of this state. If the Railways acts in such an irresponsible manner and it becomes a cause for death, instead of carrying them safely from one place to another who will own the responsibility for that? Will not this House own the responsibility?....(Interruptions)

Mallikayurnji has lift the house....(Interruptions)

[English]

I Lodge a very strong protest.

MR. CHAIRMAN : Please continue. He is coming.

[Translation]

SHRI SATYA DEO SINGH : This is how the House is being regarded. It reflects the attitude of the House towards deceased. The Hon. Prime Minister has sent Shri Mallikarjun for taking part in this debate but he too has left. What does this mean? Mr. Chairman, Please call him.

MR. CHAIRMAN : He is coming meanwhile you continue.

SHRI SATYA DEO SINGH : How can I continue? It is an act which lowers the dignity of the House. Time of the House is being wasted. No one is here to listen to us.

MR. CHAIRMAN : He is coming, you continue.

SHRI SATYA DEO SINGH : Sir, I was saying that the charge of Railways is with Hon. Prime minister. He has several other responsibilities as well. A important debate on the issue of Jammu and Kashmir is going to be held in this house and charge the reef is also with the Hon. Prime Minister...(Interruptions) Hon. Prime Minister takes the responsibility of all such departments which are not functioning well. Railway Minister is not here. He has been presenting the railway budget for the last four years. Today he is in london. I pray to God for his early recovery. Now-a-days engines are being imported and Hon. Minister is also getting treated abroad. We cannot say much on this issue at present. Though Mr. Jafer Sharief is convalescing there yet he cannot escape the responsibility of railway accidents occurred during his tenure of four years. What would happen to democracy and accountability of the Government if the Government itself would try to escape responsibility. In the message to the nation of 15th August. Hon. Prime Minister narrated the achievements of his Government but I would like to know whether another Prime Minister would come to own responsibility of those accidents, adversities and epidemic which gripped the country. I know that resignation of the railway minister would have been sought. The Congress Party considers it an Intra-party matter but in fact it is not so. Hon. Prime Minister has tried to implement the Kamraj yojana and he was invited to works in the organisation. But he threatened that the people belonging to minority community would not vote in favour of Congress if he was removed from the Cabinet. Can any department works on the basis of such threatenings. The tendency of working inefficently and escaping accountability would grow if Minister would behave in such a way. What is going to happen in this country. Sir, through you I would like to say that a message should be conveyed from this House that such action and threatenings would not be tolerated.

Today the situation in Railway department is such that employees and officials are creating disturbance.

None is ready to think of his responsibility. We are elected to this House and we have to give accounts of our mistakes to people after every five year, whether we have done something or not. But railway employees are not accountable to anybody. Today Railways have become far more corrupt than police department. There is no communication and co-ordination between officers and employees. There is lack of credibility. You can suspend a lineman or cabinman but I would like to know as to whether any general Manager or safety controller has been suspended so far. Whether any Officer of Railway Board has been suspended so far? What does their accountability means when you dare not take action against them? All the laws are for poor and lower employees. It is not for big wigs. Hon. Prime Minister should resign while owning the responsibility of this rail accident.

(Interruptions) He may not resign. (Interruptions) I cannot explain the definition of Ram raja to my friend because he does indulge in politics. The Government may or may not hear to my appeals but it is also my moral responsibility that effective measures should be taken to save the lives of people.

Inquiry of this rail accident should not take a time of 6 or 7 months. This inquiry should be started with the Railway Board itself. All the guilty officers responsible for railway safety should be punished. Such things are monitored and controlled by Railway Board. It looks into their efficiency and punctuality. It was a super fast train. There is need to inquire as to what arrangements were made by Railway Board to thwart it and responsibility for the accident should be fixed. I feel that we all are wasting our time in this House if Adjournment Motion is not moved, debate is not conducted under Rule 184 and we are allowed to speak under Rule 193 even after such a ghastly accident. Later on Hon. Minister would reply to it and we would wait for another accident. It is a serious issue. The Houses has taken it seriously. All the proceeding of the House were stopped and the House expressed its concern over it. I pray that-

[English]

Let this debate come to a logical conclusion. Let there be no further accidents, whether it be due to human failure or due to technological failure.

[Translation]

With these words I thank you for allowing me to speak.

SHRIMATI LOVELY ANAND (Vaishali) : Mr. Chairman, Sir, firstly I pay my tributes to the persons killed in this rail accident and condolence to their bereaved family and friends.

The rail accident of Firozabad is quite painful, rocking and horrible. But who is responsible for it. Who is responsible for giving assurance of safety for lives and

property of the people. This accident deserves utmost condemnation. Who would guarantee the safety of common man. Why people do not feel safe while travelling by trains Railway accidents take place every now and then why the Government is not taking concrete preventive measures in this regard. Why such accidents occur again and again? The Government is maintaining silence over it.

Late Lal Bahadur Shastri had resigned from the office of the Railway Minister over a small rail accident. His example is with us. Now thousands of people have been killed in this accident and this Government is not tendering its resignation. I demand that this Government would own the moral responsibility of this accident and resign. Concrete steps should be taken to stop recurrence of such accidents. This accident should be inquired into by an high level committee. The bereaved families should be paid compensation and Hon. Prime Minister should himself go to console such families. Dead persons should be identified. Proper arrangement should be made for treatment of hurt. A team of doctors should be sent. Through you, I would like to say all this to the Government.

[English]

SHRI BASUDEB ACHARIA (BANKURA) : Sir, the collision of trains at Ferozabad has gained a place in the record book of bloody rail accident. You would remember, Sir, that after the train accidents at Kalubathan, Salem and the one which took place at Orissa, within one month, this warning was given. But it remains unheeded. A similar accident took place in Kalubathan where the Jammu Tawi Express collided with a goods train which was stranded in a loop-line. In Salem also, both trains which were running in the opposite direction on the same line were collided. There would have been a serious accident, after three days, in the same place, that is, at Kalubathan, when Black Diamond Express was to be collided with a stranded goods train. Here in Ferozabad, a similar accident took place. How did the Prime Minister-cum-Railway Minister come to the conclusion that it was due to human failure? How did he come to that conclusion? Unless there has been a thorough inquiry to know whether there was a defect in the signalling system, whether the switch man or the cabin man who was on duty in the cabin had failed, whether there way any indication in the panel in the cabin, how can one come to such a conclusion? Is it because this is a patent word of the Railways? Whenever there is an accident, they come to the conclusion that it is due to the human failure.

Sir, what was our warning? We raised this issue earlier. We told you as to how the safety rules are being violated. The question has been raised in some newspaper. There is a mandatory provision; there is what is called last vehicle (LV). According to the provision, there should be a tail-light at the back of the last vehicle. I raised this particular issue, five or six years back. I can mention the name of the guard also who has retired very

recently. He pointed out that there was no tail-light and how he could board the guard's compartment without a tail-light because this is a safety provision. What happened because of pointing out of the violation of safety rules is that particular guard was suspended by the Railway authorities and after keeping him under suspension for a few months, his services were terminated. What was his fault? His fault was that of strict enforcement of the safety rules. Mr. M.L.N. Murthy is the General Secretary of the All-India Guards Council. Only one year back, after the Supreme Court's judgement and the Central Administrative Tribunal's judgment, he was taken back into service. His only fault was that he wanted the strict enforcement of the law, the safety rules.

There are three very important Committees. The Railway Reforms Committee is the recent one. In 1981, this Committee submitted its Report containing not one volume but 14 volumes concerning the various aspects of the railway operation. There was the Sikri Committee, the Wanchoo Committee and then the Kunzru Committee. All these Committees have recommended how the safety rules are to be observed. And in this particular case, one should be held responsible.

Shri Somnath Chatterjee referred to the track circuit system for passenger lines. This was recommended by the three Committees as also by the Railway Reforms Committee. In the last year's Budget, for this particular Farukhabad station in the Allahabad Division, a provision for track circuit for this particular station was included in what is called the Pink Book where work programmes are included, for the year 1994-95. Money was also provided but work was not taken up. Who is responsible for that? If the DRM of the Allahabad Division is responsible for this, he should be kept under suspension because when a railway employee can be kept under suspension just for asking for the enforcement of the safety rules, why the DRM or the Senior DRM who is responsible for this, should not be kept under suspension. When this particular work was included in the Pink Book, in the works programme, why was this work not taken up? Had this been taken up, probably the worst ever accident since Independence would not have taken place. Now nobody knows about the figure. Probably, the Prime Minister knows about the exact figure of 250. Shri Mallikarjun will intervene and inform the House that still the dead bodies are being recovered. Then how did the Prime Minister come to the conclusion that the figure is 250? Maybe it is more than 600 or 700 or 800. Until all the bodies are recovered nobody can say, not even Shri Mallikarjun, who went yesterday and came back, about the exact figure. He told us just privately that still the dead bodies were being recovered.

There are a number of instances. I have written a number of letters to the Railway Minister about how the safety rules are being violated and how the running staff, the Drivers and the Assistant Drivers are forced to work for more than 20 hours a day, although there was an agreement in 1973 with the All India Loco Running Staff

Association that the duty hours of the running staff would be only 10 hours. If any Driver or Assistant Driver refuses to work for more than 15 hours, not ten hours but more than 15 hours, he is penalised.

How could we expect the safety of the train and the safety of the passenger if the drivers are forced to work or compelled to work for more than 20 hours or 22 hours? One driver fainted in the locomotive. I have written number of letters. I can cite a number of examples about how the trains are allowed to move without minimum brake power. These are very important points. The accident is of serious nature. You allow me to say or to ventilate or to express our views.

Sir, what is required is the minimum brake power. In Railway Reforms Committee or in other Railway Accident Committee, they have recommended about what should be the minimum brake power. Even without minimum brake power, the trains are allowed to move and that is why such accidents took place.

Sir, near my constituency, in Asansol, only three years back when the train was allowed to move without minimum brake power, without headlight there was an accident. Six years back, 200 pilgrims were killed near Faizabad. Unless these safety norms and safety rules are observed, how can there be safety in railway operation?

Sir, only last year, there was a serious fire accident in Bombay Mail near Chakradarpur. The Railway Minister constituted a small Committee. I was the Chairman of that Committee. We submitted a report in the month of March. We took nearly two months to submit the report. We visited Chakradarpur and met the kith and kin of 47 or 48 victims. We went to the place where coaches are being maintained at Santragachi just to have an experience about how the recommendations of the Sikri Committee is being implemented. We made in-depth study. Shri Ram Naik, Dr. Kartikeswar Patra and others constituted the small Committee of five Members. We made 12 vital recommendations for the safety of railway operation. Do you know what has happened to those recommendations? Not a single recommendation was implemented. A recommendation where no funding was required was also not implemented. We recommended that in each compartment, in each sleeper coach in long distance trains, there should be a Coach Attendant because in that train, it would be surprising to know, in between Chakradarpur and Jharsugda, no railway staff was provided. Only the driver at the front, at the locomotive and the Guard at the rear end were there. In between driver and Guard, no railway staff. We do not know what has happened to that enquiry? It is an independent body, but....(Interruptions)

MR. CHAIRMAN : You have already taken 15 minutes.

SHRI BASUDEB ACHARIA : I will take another five minutes and complete the speech, Sir.

[Translation]

MR. CHAIRMAN : Acharia ji, one's material will not be exhausted even if one chose to speak on the Railways the whole day.

[Translation]

[English]

(Interruption)

SHRI BASUDEB ACHARIA : There was no staff...(Interruptions) The Prime Minister has come now. Please allow me to speak for at least five more minutes...(Interruptions)

MR. CHAIRMAN : Just five minutes, Mr. Acharia.

SHRI BASUDEB ACHARIA : There was no railway staff between the engine and the brake van. There were only the driver, the assistant driver, the guard and the assistant guard in that Bombay Mail. The Railway Safety Commissioners, although generally almost in all cases are ex-railway officials, are not under the control of the Ministry of Railways, but are under the control of the Civil Aviation Ministry in order to have an impartial enquiry. When the Indian Railways Act of 1898 was amended and Joint Committee was constituted, the Joint Committee scrutinised the Bill. We made certain suggestions. What happens to the Report of the Railway Safety Commissioner? Nobody knows about the action taken on the recommendations. Our suggestion was, whenever Railway Safety Commissioner submitted a Report...(Interruptions)

MR. CHAIRMAN : Mr. Acharia all these details are not required at this stage.

SHRI BASUDEB ACHARIA : This is very vital.

MR. CHAIRMAN : If you would continue with all these details, I think...(Interruptions)

MR. CHAIRMAN : There will be no end to it.

SHRI BASUDEB ACHARIA : This is very vital because unless the Reports of the Railway Safety Commissioner are laid on the Table of the House, how can we know what action has been taken on the recommendations? We do not know how the fire accident took place in S6 coach of Bombay Mail, what happened when the accident took place at Kalubathan, what were the causes, what was the reason for the accident, whether it was a human failure, whether it was a mechanical failure, whether it was a systemic failure, or whether it was a signalling failure. The Prime Minister-cum-Railway Minister must reply why Railways are still using overaged coaches. He cannot deny it. Thirty per cent of the passenger coaches are overaged. They have surpassed their normal life. You would be surprised! If you travel by local train you will see that there is no shutter. During rainy season, you will

not be able to save your body from the rain because there is no shutter. The window cannot be closed. So, you cannot save your body from the cold wind during winter. During summer, the fan will not work. The money is there, the fund is there. What is the priority of the Railways-gauge conversion or replacement of the overaged coaches or replacement of the entire tracks? What is the priority? I would like to know whether the priority is to import 6000 electric locomotives by spending Rs. 700 crore or spending Rs. 300 crore to provide track circuit in passenger lines. What is the priority? The Prime Minister should tell the House. Why was a lesson not taken even after such similar serious accidents having taken place over the last two or three months?

MR. CHAIRMAN : Okay, that is all right, thank you.

SHRI BASUDEB ACHARIA : That is why, Sir, we have demanded and very rightly demanded, as the Prime Minister has taken over the charge of the Railways, after when...

MR. CHAIRMAN : Mr. Acharia, I have tried to accommodate you, even though you were absent when I called your name. Now, you are not paying heed to me.

SHRI BASUDEB ACHARIA : No, Sir. My name was there. I am here since the beginning, right from 11 o'clock, just to speak. I was not getting the opportunity. I had to attend the Medical Centre; that was my priority. I went there and in the meantime, I think you called my name. How could I speak?

MR. CHAIRMAN : But now you have taken 20 minutes.

SHRI BASUDEB ACHARIA : I will take two more minutes and then I will finish.

MR. CHAIRMAN : After two minutes, again you will ask for five more minutes.

SHRI BASUDEB ACHARIA : The Prime Minister should own moral responsibility. He should have visited the accident spot. It is not far away from Delhi. If we go by helicopter, how much time would it take? It will take only half-an-hour.

MR. CHAIRMAN : Many people have asked this and you need not repeat it.

SHRI BASUDEB ACHARIA : I am not repeating.

MR. CHAIRMAN : You are repeating that.

SHRI BASUDEB ACHARIA : The Prime Minister should tender his resignation. He should own moral responsibility.

MR. CHAIRMAN : Thank you.

SHRI BASUDEB ACHARIA : I will also say that the inquiry by the Railway Safety Commissioner is not sufficient for such a serious and worst accident that has happened since Independence. As it is the worst accident since

Independence, this should be inquired into by a Supreme Court Judge and you can also constitute a House Committee. But there should be a judicial inquiry.

MR. CHAIRMAN : Shri Mallikarjun.

SOME HON. MEMBERS : Sir, we have given our names.

MR. CHAIRMAN : He only wants to intervene.

16.43 hrs

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MALLIKARJUN) : Mr. Chairman, Sir, I shall not take much time of the House because the Prime Minister will be replying and the Hon. Members would like to hear him.

With a heavy heart, I join the Members in expressing the sentiments about the accident. As a Deputy Minister and a State Minister in Railways, I had seen quite a number of accidents. But in terms of human tragedy, I do not know, after how many decades, an accident where such a heavy death toll has taken place. I will just apprise as to what happened. Yesterday in the morning, the moment the PM came to know, he has directed me to immediately rush to the spot and I did went there.

Just to clear the things, I will make a few of the physical positions as to what has happened there. The sequence of events are such that the Kalanidhi Express,...(Interruptions)

AN HON. MEMBER : It is Kalindi Express and not Kalanidi Express.

SHRI MALLIKARJUN : Okay, thank you for the correction.

The Kalindi Express was not to stop at Firozabad. Therefore, it was cleared to move on the main line. There is a 'starter signal' and there is an 'advanced signal'. The Kalindi Express has crossed the 'starter signal' and it has come, to some extent, where incidentally and accidentally a buffalo came in and interfered with the track.

That is how it stopped there. So, it has stopped there. Our Hon. Members were thinking that this train was stopped there for one or one-and-a-half hours. It is not true. What happens is when a lot of express trains have been introduced, of course, at the same time, care has been taken to see that track is also made proper to run them. So, normally, the relative distance between two trains on the same track could not be more than ten minutes. Therefore, the concept of one hour or one-and-a-half hours or whatever it is, is not true....(Interruptions)...If you have got to ask anything, you may do so after I finish my intervention.

There is a cabin called western cabin. Once this Kalindi Express passes through this advance signal, then the switch man from this cabin can give clearance to the other train following. Unfortunately, the switch man felt that it had passed and indication of the advance signal which is green still persisted in the cabin. I do not know for what reasons—whether psychological or whatever it is, I cannot attribute anything to it—he has not seen it. Then the east cabin man asked him whether the train has passed or not. He said that the train has passed. The Assistant Station Master also asked whether the train has passed or not. Then, they have cleared it because the Purushottam Express is also a through express, not going to stop there. So, since clearance has been given, it was at optimum speed. Normally, the distance between two signals is 800 metres and the formation of the train would be 300 or 350 metres or something like that. So, he has just followed it. Then, suddenly, collision took place. The tail end of the Kalindi Express and the head of the Purushottam Express collided. Because of that impact, due to the speed factor also, it capsized and the tragedy took place. So, here, prima facie, it indicated human error but still we will not conclude about human error unless and until the Safety Commissioner after advertising tomorrow or so for taking evidences of local people or the Railway people and others and then gives his findings. Immediately, the Railway Safety Commissioner of Northern Circle had also rushed to the spot because he always wants to see physical position of everything practically. So, yesterday, Member (Electrical), Member (Traffic) and Advisor (Signal) went around. Of course, I am not an expert; I am a layman. They have checked up all the preliminary things which are supposed to be in order. Sir, in this, I would like to emphasise on only one or two aspects where the agony of the Members and the people of the country are involved. What safety measures are the Railways taking to avoid the occurrence of such an accident?...*(Interruptions)*

SHRI MALLIKARJUN : It is all right...*(Interruptions)*... It is better if you allow me to speak for five minutes.

There are quite a number of safety measures which have been taken. Just now my friend—now again he has disappeared—was talking about the track circuiting system. In the Pink Book it is there and nobody has taken care of it. But at the station Firozabad from one poling mark to another poling mark, track circuiting is completed and further work has to be sanctioned.

Anyway, it is not nearly track circuiting but I will just, for the information of the Members, give some of the major safety measures which the Railways have adopted.

Track maintenance on important routes is being done by the 'On Track Tie Tempers'. To eliminate joints in the track, rails are being welded into short-welded and long-welded panels.

For monitoring of track geometry and running characteristics of the track, sophisticated track recording

cars, oscillograph cars and portable accelerometers have been pressed into service.

For detection of hidden flaws in the track, ultrasonic detectors have been introduced as a result of that, we will be able to know where the flaw is lying in the track and that will be removed and replaced.

16.52 hrs

[Mr. Speaker in the Chair]

Sir, another Major thing that we were to make was renewal of the tracks. Renewal also has been done and necessary steps are being taken for training all the safety staff. All the safety staff connected are being given refresher's courses. Unfortunately or fortunately, the present switchman went through the refresher's course and vision test with a certificate. On the 16th only he has joined. But anyway, all that will be established by the Railway Safety Commissioner.

So far as the accidents are concerned—just within three-four minutes I will mention them—in 1981-82 there were 812 accidents are not a major concern. What I am trying to explain to this august House is, what attempts are being made by the Railway Administration in bringing down the accidents. For example, last year during 1994-95 from April to July there were 14 collisions and this year for the same period from April to July there were seven collisions. About the derailments, last year for the same period there were 27 derailments and this year it was 21. When we come to the index number per million per kilometre tonne, it was 5.5 accidents during 1981-82. It has come down to 0.7 accidents now. It does not mean that the Railway administration should not take proper care. The Administration must take care.

In the morning itself, the Hon. Prime Minister has directed the Railway Board Members and the Chairman that proper attention should be given to the safety. For example, there are about 23,000 unmanned level crossings where the Railways was taking measures so long.

So, recently, the Railway administration has taken a decision that in a phased manner they would make arrangements for manning the unmanned level crossings. When I was the Deputy Minister for Railways, I was very particular about this, there was the Problem of recurring expenditure and investment. So, even I thought, why not we involve the State Governments in this? This is because these level-crossings connect mostly the villages. So, when accidents take place in these unmanned level crossing, the loss of lives is colossal. Now, they have taken a decision to this effect and about 300 unmanned level crossings are now manned.

MAJ.GEN. (RETD.) BHUWAN CHANDRA KHANDURI: Here, we are not talking about the unmanned level crossings. We are talking about one train hitting another train which is repeatedly happening and which ought not happen. We are not talking about other failures ...*(Interruptions)*

SHRI MALLIKARJUN : I have already explained about it. There is nothing more to explain about this...(interruptions) The Hon. Members have asked about the measures and precautions that are proposed to be taken to avoid the recurrence of such accidents in future...(Interruptions)

MAJ.GEN. (RETD.) BHUWAN CHANDRA KHANDURI : According to the data which you are giving, we should congratulate...(Interruptions)

SHRI MALLIKARJUN : Have patience to hear me...(Interruptions)

[Translation]

SHRI RAJVEER SINGH : Sir, I had asked the Hon. Minister as to how long did Kalindi Express remain stationary there? (Interruptions)

SHRI MALLIKARJUN : I may tell you that there is not more than 10 minutes time between the passage of two trains. Then, how can it remain stationary for one and a half hours?

SHRI RAJVEER SINGH : When the train did not reach the next station in 10 minute, then why wal not this conveyed to the former station?... (Interruptions)

SHRI MALLIKARJUN : Had it crossed the advance signal, even then it could not have reached next station in time.

[English]

Sir, I do not want to enter into a dialogue...(Interruptions) All necessary steps have been taken. In the morning itself, the Prime Minister even gone to the extent of advising the Railway Board that some passengers travel in the unreserved coaches also, and in case of accidents, the addresses of such victims are not found—to find a way so that the records of the passengers travelling in the unreserved coaches are maintained. The Railway Board would examine this proposal.

With these few words, I conclude.

MAJ.GEN.(RETD.) BHUWAN CHANDRA KHANDURI : What is the latest position in regard to the number of deaths?

SHRI MALLIKARJUN : Sir, the latest position is : Dead-260, injured-218.

MAJ.GEN. (RETD.) BHUWAN CHNDRA KHANDURI : At what time?

SHRI MALLIKARJUN : This news came in at about 4 o'clock or so. The rescue operations are almost going to be completed and the line is going to be opened...(Interruptions)

MR. SPEAKER : There should be some procedure.

MAJ.GEN.(RETD.) BHUWAN CHANDRA KHANDURI : Sir, in the morning, one Hon. Member was talking about the medical facilities being provided to the victims. I would like to know about the medical facilities and also about the identification of the dead and their disposal. There has been a tremendous amount of doubt and unhappiness over these two issues.

SHRI MALLIKARJUN : So far as medical aid is concerned, the Railways have made arrangements which the local hospitals. They have sent their ambulances. I am very thankful to the people of that city who have come forward and rendered a lot of assistance in the rescue operations.

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI: What about the identification of the dead and their disposal?

SHRI MALLIKARJUN : Sir, normally this is a very problematic thing. Generally, post-mortem is done. But I have asked them to take the clearance from the State Government and the police to register it as a railway accident case. It would help them, otherwise post-mortem would be a big problem. For the purpose of identification, photographs in both black and white and coloured would be taken by the State Government and the Railways and accordingly we would try to identify them.

17.00 hrs.

SHRI E. AHAMED (MANJERI) : Mr. Speaker, Sir, I share..

MR. SPEAKER : Are you making a speech or asking a question?

SHRI E.AHAMED : Sir, my speech is not over only the question-answer session is over. I may be permitted to say a few words.

I express my deep sympathy and heartfelt condolences to the bereaved families of those who have been killed in this national tragedy.

MR. SPEAKER : That you should have said in the speech itself.

SHRI E. AHAMED : The Members have expressed their deep concern about the persons who got injured in this accident and who are fighting for their lives. The Hon. Minister has mentioned certain actions which he has taken. I wish the Government to take these measures on a war-footing. I may take this opportunity to suggest to the Hon. Prime Minister to constitute a sub-Committee of his Council of Ministers for the crisis-management as that will not only give a sense of relief to the family members of those who have been killed or injured but also to the people at large as to how seriously the Government view this tragedy. There are certain lapses.

MR. SPEAKER : What is it that you want to ask? Let us understand that we have given enough time for the

discussion. I thought that you are going to ask for some small clarification. It is becoming a regular long speech.

SHRI E. AHAMED : I am not going to make any long speech. I have already made one suggestion to the Hon. Prime Minister.

The Railways are not taking that much interest in the enforcement of safety rules as other services, like the Indian Airlines, are taking. The Railways have the largest network in the country. The railway services are extended up to a distance of 62,000 kms. with 130 lakh passengers travelling every day. So, it is not an easy thing for the Railways and we all appreciate it. Still, with regard to the safety rules, the Railways should be much more vigilant. If an aircraft does not go to the airport...

MR. SPEAKER : Please bear in mind that we have given enough time for it. We have the other business to transact. We have the Kashmir issue to be discussed. Budget is to be passed and then ordinances are to be passed. You may please cooperate by just asking a clarification.

SHRI E. AHAMED : I do appreciate what the Hon. Chair has instructed me. I am here to cooperate with you, Sir. All the Members were making speeches but I do not want to make a speech. The only thing that I would like to ask is, whether the Government has made any arrangement for the supply of blood and other essential things, which many Hon. Members have already mentioned, so as to save the lives of those who are struggling for their lives in the hospital.

MR. SPEAKER : Mr. Minister, you may please note down all the points and reply to all of them in the end.

[Translation]

SHRI RAJVEER SINGH : Mr. Speaker, Sir, my query has not been replied to. I wanted to know whether compensation will be paid only to those passengers whose names were registered in the reservation list? Barring two bogies, all other bogies attached to Kalindi Express are general bogies. General bogies are also attached to Purshottam Express in which the passengers travel on current tickets but their names are not enlisted in the reservation list. What is the Government going to do about giving compensation to such passenger?

Secondly, the dead bodies of the deceased, some of whom belonged to Puri and some to Bhuvneshwar, have to be transported to far off areas. I would like to know what arrangements are being made to ensure that the dead bodies of the deceased are taken to their families respectfully?

[English]

SHRI JASWANT SINGH (Chittorgarh) : Sir, I seek two clarifications. The Hon. Minister of State has very kindly explained to us all the various things that the Government

and the Railways have done to improve safety standards. I am not for a moment disputing that this has not been done. My first query is; despite all these things, if such a major tragedy has taken place, what is your assessment of the steps that you had yourselves taken?

Secondly, the Hon. Leader of the Opposition, when initiating the discussion, had listed what he called his worries. One worry that he listed was that outside of the factual position of the case, outside of the numerous times that these accidents had taken place, and indeed flowing from both these is the aspect of Ministerial responsibility, the Government's responsibility. No one from the Treasury Benches, indeed the Minister of State even now in his intervention has not benefited us with his views on this very important aspect. Central to today's discussion about this very grim tragedy is "who is answerable for this from the Government?" Does the Minister have any responsibility for what has happened, or not happened? The Government must share its views with us.

[Translation]

SHRI SATYA DEO SINGH (Balrampur) : Mr. Speaker, Sir, through you, I would like to raise one question. Just now, the Hon. Minister said that the length of train is usually 300-350 meters and the distance between two outer signals is 800 meters. There is about 10 minutes gap between the passage of two trains. The driver, the guard and the cabinman of the train must be aware of these basic information. It is said that Superfast train was coming from behind whereas the former train was stationary at some distance ahead. In such a situation, what safety measures were taken? If an accident had taken place in between this time gap... (Interruptions) Many reasons are been given here and it has been said that a blue bull was mowed down which caused the accident. What safety measures would have been adopted by the Railways, had the train got derailed because 10 minutes time is very less.

DR. S.P. YADAV (Sambhal) : Mr. Speaker, Sir, does the Government take any follow up action on the suggestions given here. The Railway Budget is also discussed here. Just now, the Hon. Minister said about the unmanned level crossing... (Interruptions)

MR. SPEAKER : You are stretching it too far. That should be discussed at the time of Railway Budget.

[English]

Otherwise, you cannot cover the Railways, Airways. Waterways ..

[Translation]

DR. S.P. YADAV : Three people had dies and three were injured in an accident on an unmanned level crossing in my constituency. Despite this mishap, no staff was deputed there.

SHRIMATI SAROJ DUBEY : Mr. Speaker, Sir, the injured have probably been admitted to the hospital nearest to the accident site and the family members of the victims of a accident are thronging the site to identify the dead and attend to the injured. Is the Government making any temporary arrangements for their lodging and supply of drinking water etc? What arrangements are being made for the children who have been rendered orphans and for the women who are left with nobody to look after them?

Secondly, many times the Railway Reforms Committee gave the suggestion that zonal offices be set up at Jabalpur and Allahabad. There is a heavy workload in Allahabad office. Does the Government intend to implement the suggestion given by the Reforms Committee or the Standing Committee? What is the Government doing to implement them and to go in for work distribution in the real sense of the word?

[English]

SHRI SRIKANTA JENA : There was one point that was raised in the House and it is left unclarified. The doubt raised was that the Purushottam Express was meant to stop at Kanpur Station for one hour but because of VIP movement in some other train the schedule was changed. Is it a fact? This was raised in the House and so should be clarified.

SHRI MALLIKARJUN : Sir, so far as the...

MR. SPEAKER : You have very ably replied. I would expect you to reply only to the questions.

SHRI MALLIKARJUN : Yes, Sir, I do not want to waste the time of the House. So far as the unreserved coaches are concerned, I have already informed the House that in the morning the Prime Minister has directed about how to proceed in future. About how to take the bodies, Sir, once they are identified we will certainly make arrangements...

[Translation]

SHRI SHARAD YADAV : Mr. Speaker, Sir, the Hon. Railway Minister is present here.

[English]

MR. SPEAKER : He is going to reply.

[Translation]

SHRI SHARAD YADAV : I think that he has no right to give the reply. The Hon. Prime Minister is present here to give reply to this debate.

MR. SPEAKER : He is intervening

SHRI MALLIKARJUN : Sir, so far as identification of bodies is concerned, once they are identified, we will make all arrangements to see that they reach their families or their places.

So far as the question of looking after the relatives is concerned.....(Interruptions)

[Translation]

SHRI RAJVEER SINGH : Mr. Speaker, Sir, my one question is yet to be replied to

MR. SPEAKER : I will not allow you to speak now. Let him conclude first.

SHRI MALLIKARJUN : So far a Hon. Shrimati Dubey's question is concerned, I would like to mention that we have extended facilities to take the relatives and family members to the spot for indentifying the bodies. Arrangements will be made for that also.

So far as the question of fixing the responsibility is concerned, as was mentioned by Shri Jaswant Singh, I would like to mention that as a Government, we take the collective responsibility; I take the responsibility. When I take the responsibility, it becomes a moral obligation on me to correct wherever the mistake are. This is what I have to say.

[Translation]

SHRI RAJVEER SINGH : I had asked that there was a list of those passengers who were in reservation compartment.

[English]

MR. SPEAKER : They have a method.

[Translation]

SHRI RAJVEER SINGH : He did not tell about that. He merely mentioned the general bogies.

[English]

MR. SPEAKER : Probably, you will get the reply from the Prime Minister himself.

It seems Shri Sharad Yadav wants to ask something.

[Translation]

SHRI SHARAD YADAV : Mr. Speaker, Sir, it takes three hours to reach there and throughout the day, Members have expressed their individual apprehensions in the House about the arrangements there. It will be better if a team of some Members of this House is sent there to oversee the arrangements. Moreover, it will activate the rescue arrangements and encouraging message will go from this House down to the people of the country.

SHRI SAIFUDDIN CHAUDHURY (Katwa) : It is alright. I support it.

[English]

THE PRIME MINISTER (SHRI P.V. NARASIMHA RAO) : Sir, right now, four Ministers of the Government of India

are camping there. They have gone to the site. They have gone to the hospitals. They are still there and we are in almost continuous touch with them. Whatever has been raised in the House; whatever information has been asked for, we have asked for it and this kind of continuous monitoring is going on. So, it is an evolving situation. It is very difficult to say at what point of time what is happening and what is not happening there.

So far as I am concerned, Sir, wherever and whenever accidents have taken place, whether it is this or any other accident, I have avoided rushing there immediately, deliberately because my going there, as I have seen on one or two occasions, will only come in the way of relief work immediately undertaken by those people there. My visit somehow comes in the way of efficient handling of the situation on the spot. This is human nature. Everybody would like to see if the Prime Minister comes there, he would like to attend to him rather than those who are suffering there. That is why I have avoided. I did not even lose a few minutes. The moment I came to know, I told Mr. Mallikarjun - who has got some background of the Railways, who has worked in the Railways - has done some good work - this is also known - "You know the ropes, please go and find out, take the Railway Board people with you and report to me". So, I am getting the reports.

Regarding safety now, I myself have not handled Railways. So I do not know the intricacies of the working of the Railways except as a passenger. As everyone knows, I also know. But apart from that I have not handled it. So, I am also having to learn a few things. I had two-three meetings already with the Railway Board. I had asked questions, perhaps, to which I did not know the answer. Now, the question just raised about is the identification and how the compensation is to be paid in respect of a person who is dead.

Now we know this. I have had some experience of old very big accident when I was in the State of Andhra Pradesh. People may remember that there was a very bad accident in 1953, where more than 600 bodies were recovered from a river on which the bridge collapsed because of heavy rains. Now, since then, I know that the claims and the settlement of claims take a very long time. Sometimes it takes two years, three years and it is a heart-breaking kind of exercise. People came to me; at that time we are MLAs; we were in the party and we had to go to the Claims Commissioner, whatever he was called, in Secunderabad. So, we have this experience for a fairly long time. I understand it. This morning, the Chairman of the Railway Board told me that was now a thing of the past. They have had now Tribunals, Claims Tribunals, 19 of them are working all over the country. And whenever a claim is made, normally the time taken now is about six months. This is what I have been told.
... (Interruptions)

SHRI BASUDEB ACHARIA : Six months !

SHRI P.V. NARASIMHA RAO : Only six months, earlier it was two-and-half years, three years. This is the point, Sir. Nobody wants any delay; nobody wants an accident; nobody wants any human life to be lost. If statistics are given, suddenly the Members get angry. If statistics are not given, wild kind of number are quoted here. The number of 1500 was quoted in this House. What do you want me to say? I gave you number as I had it, at that time it was 251. Now at this time it has risen to 260. But if a Member says with great authenticity that it is 1500, then where do we end? Is it a great virtue to say that more people have died? Who wants anyone to die? Does the Government want anyone to die? An accident, is an accident, you have to take it as an accident.

Prima facie it is said that it could be or it may be a human error. It may not be; it could be mechanical; it could be something else. That will come only after the inquiry. I am also not ruling out a judicial inquiry if that becomes necessary. We have had judicial inquiries in such cases in the past. So I am not ruling that out but there is an officer, a very highly placed official, who has all the expertise at his command, who goes into these things and while the inquiry is on, if it is found that a judicial inquiry is necessary—there are certain responsibilities, legal responsibilities to be fixed, etc.—then we will have judicial inquiry. We have no objection for that. This is what I would like to tell the Hon. Members, Sir.

Something about the railway recommendations of the Railway Safety Committee were mentioned. It is very difficult when facts are ignored to this extent. The Hon. Members have pointed out that measures to increase safety of train operations have not been taken and the recommendation of the Safety Committee have not been implemented. I would like to point out that the Rail accident Inquiry Committee of 1978 contained 450 recommendations for implementations. Out of these, the Railways have already implemented 449. The remaining recommendation, the single solitary recommendation relates to research and development. Now there is nothing like finality in that. It is an-going programme, which is a continuing activity. The Kunzru Committee in 1961 recommended track circuiting. This work, as Shri Mallikarjun told the house, is progressing each year and subject to availability of funds the work is being done. This is the position. So, in the matter of safety, if it is said, if it is charged, if it is accused that it is being ignored altogether, I would like to differ. But if it is said that much more is needed, I agree, Sir, much more is needed.

For instance this very morning when I was talking to the Railway Board, I was told, 'it is easier to find out the reserved persons'. On the unreserved side, it is very difficult to identify who came from where, we do not know. Now this may have a real difficulty 10 years back or five years back. But I do not think it should be a difficulty now when computerization and other facilities are available. At least an attempt should be made to see that as far as possible, even in the unreserved quota, unreserved

section, any traveller, any passenger coming into an Express train, at least, his name is noted down. It should not be difficult. His address is noted down.

SHRI BASUDEB ACHARIA : This is not done always. *(Interruptions)*

SHRI P.V. NARASIMHA RAO : This is what I am saying. I have instructed them if this can be immediately taken up.

[Translation]

SHRI RAJVEER SINGH : I may tell the Hon. Prime Minister that computerised tickets are not given in Farrukhabad, through which the Kalindi Express passes.

[English]

SHRI BASUDEB ACHARIA : I all the stations, this computerised reservation system is not there.

[Translation]

SHRI P.V. NARASIMHA RAO : The hand written tickets are available there.

SHRI RAJVEER SINGH : These are not available in villages. Only the printed tickets which are later stamped, are available. The officers have given you wrong information....*(Interruption)*.

MR. SPEAKER : You should understand his point. He is saying that instructions can be given to do so.

SHRI RAJVEER SINGH : I would like to know, about those passengers who travelled without a reservation ticket?

SHRI BASUDEB ACHARIA : What is being done now? The other things can be taken care of later on.....*(Interruptions)*

SHRI P.V. NARASIMHA RAO : Sir, he has given up already in advance that it cannot be done. I do not want to give it up. That is the only difference. What can I do Sir? It is a tragedy. Nobody denies this. Nobody denies that much more needs to be done in many, many respects in the working of the Railways and I have also pleaded my own very limited knowledge, in fact, bordering on ignorance about the Railways. We will take up these matters as raised by the Members one by one and we will see if at the Prime Minister's level, there is any policy decision to be taken, money decision to be taken, some other decision to be taken, we will certainly do that.

One point which has been troubling me is not about one-and-a-half hours as Atalji said. If it has been one-and-a-half hours, that would be erring on one side. Now I am told that the time-lag between the two Express Trains was nine minutes on the occasion of this accident. This is what worries me. Is it possible that in drawing up the time-table for the sake of passenger trains or Express trains coming in the morning, reaching Delhi in the

morning, the gap between the trains was deliberately made shorter? Is it possible during the day time it was longer? Is it possible that this density of running of the trains needs to be looked into once again, at least, on very, very busy tracks like this? These are the matters into which we have to go. They suggest themselves very easily but when one goes into the facts of this case, there may be many more which will come out after the enquiry. The measures already taken about track, the welding and all those things have been already related by Mr. Mallikarjun. I have seen it. We have all seen in Europe. For instance, the rail is not welded at all. For miles and miles, it is only one piece. Now that kind of rails we do not have here. So that is necessary. So whatever consequent steps are to be taken, they are being taken. While fast trains are being introduced, it is not correct to say that corresponding safety measures and corresponding improvements in the track, etc., are not at all being made. Maybe, more are needed.*(Interruptions)*

I can give you all the details. Other safety measures adopted over the years related to track maintenance on important routes.

AN HON. MEMBER : Even the Prime Minister does not know.

SHRI P.V. NARASIMHA RAO : Yes, I do not know. That is why I am only giving you what I have received. I have no doubt about that. I stick to that because that is a fact. I have not run the Railway Ministry but I can only give you the information which I have.

I can only give you the information that I have. All this can be verified. This can be verified. *(Interruptions)*

I do not know what to do now.

SHRI NIRMAL KANTI CHATTERJEE : Mr. Prime Minister, you are taking the stance that it is not true that nothing has been done. The point is whether everything that should have been done has been done.

SHRI P.V. NARASIMHA RAO : I am giving the House certain facts given to me. If any of these facts is found wrong, some heads are going to roll. That is all.

AN HON. MEMBER : Are you satisfied?

SHRI P.V. NARASIMHA RAO : There is no question of satisfaction. Nobody satisfied with his own life and his own performance. I do not know if there is any person so complacent as to say that he is satisfied.

(Interruptions)

MR. SPEAKER : It cannot be done like this. Only the Prime Minister's statement will go on record.

(Interruptions)

SHRI P.V. NARASIMHA RAO : Sir, if any more information is wanted,...

SHRI SRIKANTA JENA : We are given to understand that one Central Minister was moving in a different train. That is why the train was delayed.

MR. SPEAKER : I have said that only the Prime Minister's speech will go on record.

SHRI SRIKANTA JENA : This question was raised and the Prime Minister is not replying to that question. That is why the accident took place. That is the basic reason. Let the Prime Minister clarify the position.

SHRI P.V. NARASIMHA RAO : I do not know whether it is a fact that a Central Minister was moving in a train. *[Interruptions]*

SHRI SRIKANTA JENA : The gape between Kalindi Express and Purushottam Express was not nine minutes.

MR. SPEAKER : It is a fact which has to be inquired into.

SHRI SRIKANTA JENA : The gap of nine minutes was not there. The gap was taken away because of the movement of the Minister. Why is this fact being suppressed? Why was Purushottam Express detained at Kanpur?

MR. SPEAKER : Let it be found out. If the accident was outside, let us not have an accident at this moment here. Every moment you should not hop up and ask question.

SHRI SRIKANTA JENA : I am only asking simple questions. Was there a delay and why was the train delayed?

MR. SPEAKER : You should understand that this is not the method of asking questions.

SHRI P.V. NARASIMHA RAO : I have a categorical answer here to help the House and the Hon. Member. It is not correct that the Purushottam Express was held up for any one, any Minister anywhere. *(Interruptions)*

SHRI SRIKANTA JENA : Why was it held up?

SHRI P.V. NARASIMHA RAO : There can be hundred reasons. My God! what an ingnorance!. *(Interruptions)*

MR. SPEAKER : I think accidents will take place if you do not understand the things quickly.

SHRI P.V. NARASIMHA RAO : This is the position. We would like, if necessary, to give facts again, the latest facts. Tomorrow, if necessary, if I have your permission, I will ask Shri Mallikarjun to find out what is happening from day to day and report to the House; because this is something in which we are all equally concerned. This is all I could say. All the other facts have come. If there is anything more to be collected and given by way of information to the House, we are prepared to do it.

SHRI SOMNATH CHATTERJEE : Sir, the Prime Minister has been humble enough to admit that he does

not know anything about the functioning of the Railways. We appreciate that. This was an occasion obviously to raise questions as to what safety measures are taken. We know that by a debate we cannot do away with this accident or save human lives which have been lost already. Therefore, at least the country should be satisfied, made to satisfy, that these are the steps which have been taken or are being taken. Merely saying that every recommendation is being followed will not do. Then are all those recommendations useless recommendations? If, even after every recommendation was followed the accidents are taking place, that is too much. This is the difficulty.

I can understand the Hon. Prime Minister does not know. But he has not been briefed on this also. Therefore, is it the God who will save the people of this country?

SHRI P.V. NARASIMHA RAO : Shri Mallikarjun has given the steps already taken. I did not want to repeat. I did not want to repeat what he had said about sophisticated track, fault detecting equipment, oscillograph, etc., ultrasonic rail testing, signalling equipment, improved technology.

Now, someone has said.. *(Interruptions)* Please let me have my say.

Sir, it was stated that allocation on signalling telecom works is not adequate. Now I am telling the House in all humility that it has been actually increased from Rs. 135 crores in 1991 to Rs. 198 crores this year. How can they say that it has gone down? How can they say that it is not cared for? This is the kind of baseless thing that is coming.

SHRI SOMNATH CHATTERJEE : You are only reading out the figures. I read out the Government figures to show that even the amount sanctioned has not been spent. The increase of Rs. 60 crores is nothing compared to the escalation of prices between 1991 and 1995.

SHRI P.V. NARASIMHA RAO : Sir, I have given the figures that I have.

SHRI SOMNATH CHATTERJEE : You said that you have been very fair and that whatever money was available had been spent. But what was the money available? Does it commensurate with the relief? On that, there is no enquiry, Mr. Prime Minister. I have te figures of the last three years as to how much money has been provided to this sector. *(Interruptions)*

MR. SPEAKER : In fact, this kind of discussion should take place when the Railway Budget comes up for discussion. But we ask for lines to our constituency.

SHRI BASUDEB ACHARIA : Mr. Speaker, Sir, I want to ask only one simple question. Is it a fact that track circuit for the passenger line in that particular station was sanctioned last year and was included in the works programme, but the work was not taken up? If so, why was it not taken up? If it had been taken up, this accident would not have taken place.

SHRI MALLIKARJUN : Sir, while replying I have looked towards the seat of the Hon. Member. But he had gone out. I had told that in this station, track circuiting has taken place between one poling mark and another poling mark.

SHRI SOMNATH CHATTERJEE : That has been pointed out as not adequate. Do not take the House for a ride; human lives are involved in this.

SHRI MALLIKARJUN : Do not say that I am not concerned about the human lives. *(Interruptions)*

MR. SPEAKER : I think the Hon. Members were very concerned and they did raise some very important points. I think the Government has tried to reply to all those important points. If there are other important points, they can also be conveyed to the Government and appropriate necessary action can be taken. At this point of time, our concern is that those who have suffered should get the relief as quickly as possible. On your behalf and on behalf of all of us here, I think, we can decide on behalf of the Government that the relief will be given as expeditiously as is possible.

You have done your duty. The Government, I think, would do its duty and now please let us go to the next item, because there are many other items which we have to take up.

In the meeting again we have decided that there is one small Bill which can be taken up. That Bill seeks to amend the Indian Statistical Institute Act. In that Bill, instead of only Statistice we are going to consider Mathematics and other issues. That is the only amendment required. If we complete this today, tomorrow we can take up Kashmir Budget for discussion and then we can go to other items. Please cooperate on this and after that we can adjourn.

I think you have done your duty extremely well and I have no doubt that the Government will stretch its capacity and its ability to help the people and the help will be given expeditiously. All that can be done and even if some help can be given by going out of the way, it will be given.

17.35 hrs.

INDIAN STATISTICAL INSTITUTE (AMENDMENT) BILL
- contd.

[English]

MR. SPEAKER : Now, we shall take up further discussion on the Indian Statistical Institute (Amendment) Bill, 1995. Bhargavaji would you like to speak on this. Let us complete please. It is a very very technical Bill. You appear to be the last speaker. You can have your say very briefly.

[Translation]

SHRI GIRDHARI LAL BHARGAVA (Jaipur) : Mr. Speaker,

Sir, this is a small Bill. In section 4 of Indian Statistical Institute Act, certain powers had been conferred on the Institute to conduct the examination and give away the Degrees or Diplomas. This institute now want to introduce new degree courses in Mathematics, Quantitative Economics and Computer Science from this academic session i.e. from July, 1995. This Bill has been brought here for this purpose only. I welcome the Bill but I would like to submit that today Indian Statistical Institute is passing through a critical phase. This is a renowned institute in the country but its financial position is very precarious today. The budget of this institute is being reduced. The Central Government has also reduced the funds meant for purchasing journals etc. for the National Library of this Institute. My humble submission is that their should not be any restriction on purchasing journals.....*(Interruptions)*

MR. SPEAKER : These things should be avoided so that you may have time to speak on the main issue.

SHRI GRIDHARI LAL BHARGAVA : 75 percent of its budget goes in salaries and allowances of the staff. Therefore, the Central Government should increase its budget, revamp the system, convert the science units in big departments and install powerful computers there so that this institute could function efficiently.

I hope that the Hon. Minister will ponder over all these points and include all in the Bill.

[English]

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI GIRIDHAR GAMANGO) : Sir, I am thankful to the Hon. Members for supporting this Bill. It is a simple Bill. Here we propose to add three subjects only for one reason that when the Institute was awarding degrees for computer science — though the degrees were genuine — some doubt were expressed by the employees about their genuineness. This amendment is being made to remove those doubts.

Along with that, we are proposing to make mathematics as part of statistics. Though mathematics is linked with statistics yet separately we are proposing that mathematics may be treated as one of the subjects.

Another subject which we are going to add is the computer science which is already there.

Some doubts were expressed by the Hon. Members regarding the name of the Institute. One Hon. Member was asking that while amending Section 4 by adding mathematics, computer science and two or three other subjects, whether we are going to change the name of the institute or not. We are not changing the name. It will remain the same, viz. The Indian Statistical Institute. But these subjects will be added and we are going to start them from next year semester.

Sir, another point was made that we are curtailing the budget of the Institute, but it is not so. Whatever requirements are there, we are providing for them including the books. Now, new subjects are being introduced as the technology is developing and the books are available in the country. If the books relating to these subjects are available from other countries, we will get those books. There will be no shortage of funds for this.

We have introduced this Bill on the basis of the request made by the Institute to amend Section 4 in order to enable the Institute to award the degree as well as to include the new course.

We have already paid a befitting tribute to Prof. Mahlonobis by naming the new National Sample Survey Organisation (NSSO) building at Calcutta as Prof. Mahlonobis Bhawan and also a bust of Prof. Mahlonobis was unveiled in that Institute.

Sir, these are the few points that I wish to make. We have brought this Bill only with this purpose. Certain critical points have been made and it was also said that the standards were deteriorating. This is an Institute of national importance and we should not denigrate the Institute of such national importance by giving such type of an impression. Wherever there are deficiencies, we are trying to overcome them. It is an autonomous body and we are not interfering with their autonomy. But whatever may be the requirement of the Institute, we are providing for it....(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE (DUMDUM) : What about employees' emoluments?

SHRI GIRIDHAR GAMANGO : We will consider that issue along with others. Ten percent cut will be applicable here and the other thing relating to employees will be on the basis of rules and regulations of these autonomous bodies.

With these remarks and with whatever objective was mentioned in the Bill, I request that the Bill may please be passed.

MR. SPEAKER : The question is :

"That the Bill to amend the Indian Statistical Institute Act, 1959, be taken into consideration."

The motion was adopted.

MR. SPEAKER : The House shall now take up clause by clause consideration of the Bill.

MR. SPEAKER : The question is :

"That Clause 2 stand part of the Bill."

The motion was adopted.

Clause 2 was added to the Bill.

MR. SPEAKER : The question is :

"That Clause 1, the Enacting Formula and the long Title stand part of the Bill."

The motion was adopted.

Clause 1, the Enacting Formula and the Long Title were added to the Bill.

SHRI GIRIDHAR GAMANGO : Sir, I beg to move ;

"That the Bill be passed."

MR. SPEAKER : The question is :

"That the Bill be passed."

The motion was adopted.

17:44 Hrs

BUSINESS ADVISORY COMMITTEE

Fifty-fourth Report

[English]

THE MINISTER OF WATER RESOURCES AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VIDYACHARAN SHUKLA) : Sir, I beg to present the Fifty-fourth Report of the Business Advisory Committee.

[English]

MR. SPEAKER : We have fifteen minutes time left. Shall we start with the Jammu and Kashmir Budget?

....(Interruption)

[Translation]

SHRI GIRDHARI LAL BHARGAVA (Jaipur) : Mr. Speaker, Sir, We have not taken up the zero hour and also matters under rule 377 today.

MR. SPEAKER : Let us take up Matters Under Rule 377.

... (Interruptions)

SHRI NIRMAL KANTI CHATTERJEE (Dumdum) : May I just raise a point of order? In the list of business of last week as well as this week, beginning with today, I see that we have clubbed two different kinds of things for a simultaneous discussion. One relates to the Demands for Excess Grants for 1992-93 which belongs to the past, and another relates to the Supplementary Grants which is a matter for the future.

MR. SPEAKER : I will apply my mind to it. I will just look at it.

SHRI NIRMAL KANTI CHATTERJEE : Let me make one point. What I suggest is that the Demands for Excess Grants and the Appropriation Bill concerning that be taken

up together and the Supplementary Demands for Grants and the concerned Appropriation Bill be taken up separately.

MR. SPEAKER : I will took into this aspect.

Now we shall take up the Matters under Rule 377. Let us use this time for this purpose.

MATTERS UNDER RULE 377

17.45 hrs.

(i) Need to set up Regional office of Telecommunication Department at Saharasa, Bihar.

[Translation]

SHRI SURYA NARAYAN YADAV (Saharasa) : A number of regional offices of the Centre and the State Government are located in my Parliamentary Constituency, Saharasa in North Bihar which is also head quarter of Kosi Division. The people of Saharasa and Supaul have been facing numerous difficulties due to the absence of a regional office of the Department of Telecommunication there. For the minor jobs, the people of Saharasa have to go to the office of the Department of the Telecommunication at Katihar which consumes time as well as money. A number of irregularities also occur in the absence of regional office at Saharasa and there is no officer to check these irregularities.

The department of Telecommunication had selected a site in Saharasa in 1984 with a view to set up a regional office (D.T.E.) there but this office could not be set up as yet, as a result of which the department has been suffering loss of revenue and at the same time the difficulties of the people are also rising day-by-day.

Therefore, I urge upon the Central Government that a regional office, (D.T.E.) of the Department of the Telecommunication should set up at Saharasa without any further delay, so that the problems being faced by the people of Saharasa and Supaul could be solved and irregularities in the Telecommunication Department could be removed.

Therefore, to solve the problems being faced by the people of Saharasa, a regional office of the Department of Telecommunication should be set up at Saharasa without any further delay.

(ii) Need to Route the Proposed Super National Highway No. 6 via Vilaspur, Korba And Champa Towns of Madhya Pradesh.

SHRI BHAWANI LAL VERMA (Janjgir) : Sir, the Central Government Proposed Super National Highway No. 6 named 'Bhagwan Parshuram Mahapath' which is to traverse Bombay, Nagpur, Raipur, Sambhalpur, Rourkela, Jamshedpur and Dhanbad, a slight modification should be made therein in national interest to route it via Bombay,

Nagpur, Raipur, Bilaspur, Korba, Champa, Raigarh, Jharsuguda, Sundergart, Rourkela, Jamshedpur and Dhanbad. As a result of this change the district head quarters Bilaspur and Raigarh would be linked to the big industrial centres Korba and sub-centre champa as well this route could pass through the areas with vast reserve of coal, dolomite and line, which would be beneficial for the nation.

Therefore, I urge upon the Central Government to effect the above mentioned changes in the Super National Highway No.5, named as ' Bhagwan Parshuram Mahapath'.

(iii) Need to Conduct a Survey in Chhattisgarh Region of Madhya Pradesh to Assess the Need For Establishing Sugar Factories.

SHRI PAWAN DIWAN (Mahasamund) : Sir, superior quality sugarcane used to begrown in Chhattisgarh region of Madhya Pradesh in abundance. But in the absence of sugar mills in this area the sugarcane growers are compelled to grow other crops as a result of which cultivation of superior quality sugarcane has been abandoned. Therefore, it is imperative to set up sugar mills in this region with a view to encourage the farmers, who grow superior quality sugarcane.

Therefore, I urge upon the Government to conduct a survey in Chhattisgarh region of Madhya Pradesh to assess the need for establishing Sugar factories and special facilities be provided to the Sugar growers of this area.

(iv) Need To Expedite Issuance of Licence For Setting Up Of Sugar Mill At Mau Khas In Meerut District, U.P.

SHRI AMAR PAL SINGH (Meerut) : The Uttar Pradesh Government has recommended twice to the Union Government to set up sugar mill in Mau Khas area of my Parliamentary Constituency, Meerut and the Ministry of Food has also recommended twice to the Ministry of Industry to issue licences for this purpose. On 9th August, 1994 the Ministry of Food had accepted that Mau Khas fulfills the criteria laid down for issuing licences and the screening committee has given its approval to the Ministry of Industry but the matter is still under consideration.

In reply to my Unstarred Question No.451, dated 2nd August, 1995 it was told that the issuing of licence for Mau Khas is under consideration but the process has not been completed as yet. While it is clear from the recommendation of the Ministry of Food that the essential process has been completed. Now only the Ministry of Industry has to issue the licence.

Therefore, once again I urge upon the Hon. Minister of Industry that keeping in view the interests of the sugarcane growing farmers of my Constituency and the recommendations of the Uttar Pradesh Government and the Ministry of Food, licence should be issued to set up sugar mill there without any further delay.

(v) Need to take steps to promote science and technology development in north east region

SHRI UDDHAB BARMAN (Barpeta) : Though since Sixth Five Year Plan much stress has been laid on the expansion of science and technology activities in various States, much advance has not been made in some States including the States in the North Eastern region. Even in the 8th Five Year Plan, a specific task force was set up by Planning Commission for identifying well-defined programme for undertaking science and technology activities. But all States cannot, however, be stated to have equally effective and efficient State councils. The North Eastern Council does not have a well-defined science and technology structure. Being comparatively less developed, the north Eastern region needs a better attention from the Department of Science and Technology which is the main coordinating and guiding agency. So far, Department of Science and Technology does not have a separate division solely dealing with science and technology development in the region. In view of this, it is highly desirable that for successful expansion of science and technology activities in the region, a serious thought and consequent steps are necessary in this regard.

I urge upon the Central Government to take steps to promote science and technology development in underdeveloped North Eastern region.

(vi) Need to provide 'Unemployment Allowance' to Unemployed youth in the Country.

[Translation]

SHRI HARI KEWAL PRASAD (Salempur) : Unemployment is rapidly increasing in this country. The poor and middle class people are most affected by the problem of unemployment. The Government has imposed ban on new appointments. As a result thereof, youth of the country feel neglected and instead of the nation building, they are getting trapped into the net of subversive elements and terrorists. Unemployment is also a cause for growing criminal tendency in the country.

I, therefore, request the Central Government to provide Rs. 500/- to every unemployed youth who has passed 12th class and vigorous efforts should be made afresh to provide employment to them.

[English]

MR. SPEAKER : We do have five minutes, but we will adjourn.

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI (Garhwal) : I want to raise Zero hour issue.

[Translation]

Mr. Speaker, Sir, I would like to raise an important issue during Zero Hour. The oil Companies have doubled the amount of security on booking of LPG regulators and

cylinders. The security deposit of the regulator has been increased from Rs 50 to Rs 100 and that of LPG cylinder, from Rs. 450/- to Rs 900/-. These rates were increased just 10 or 15 days back and a large number of people especially the poor have been affected by it. The rich will not realise it. There is a long waiting list for LPG connections in my constituency. There, LPG connections are provided after a long wait. Those people who are about to get connections, are unable to pay Rs 1200 as security deposit and thus they could not get LPG connections. Sir, through you, I would request the Government that such excesses should not be committed against the poor people. This money once deposited as security is never returned. The Government has crores of rupees in the form of fixed deposit and it is earning huge interest on it. The depositor do not get even interest whereas they have a right on it. There is no justification in doubling it. It is an injustice to the poor. Hon. Ministers are also here. It is my humble submission that this fact should be conveyed to the Hon. Prime Minister and this increase in security deposit should be withdrawn immediately because it is unjustified.

SHRI SURYA NARAYAN YADAV (Sahasra) : Mr. Speaker, Sir, I would like to draw your attention towards a tragic incident. On 10.8.95, Janmashtmi Mela was organised by local people in Sopol district of Bihar. The police arrived there and stopped them from doing so. This resulted in a conflict between the organisers and the police. However, peace was restored but the police registered a case at the police station, levelling the charge that their revolvers and badges had been snatched by the public. On 16.8.95, Shri Devendra Mukhia was arrested in this case and taken to police station, where he was beaten mercilessly. Later on, he was produced in the Court. Since Devendra Mukhia is a renowned local leader, local public thronged the court campus to see him. The police lathi-charged them. However, at the intervention of the judge the police left the place. It is a serious matter. I have written letters to the Hon. Prime Minister, the Home Minister, the Chief Minister and the D.G.P in this regard. I request the Hon. Minister of Home Affairs to take action at his level. Any further action should not be taken unless the inquiry into it is completed.

MR. SPEAKER : You have spoken for a long time. Please do not raise an issue concerning Gram Panchayat.

SHRI SURYA NARAYAN YADAV : The State Government is not ready to listen to it. Where should this issue be raised then?

PROF. RASA SINGH RAWAT (Ajmer) : Mr. Speaker, Sir, it has been found that nationalised and commercial banks have not been extending their cooperation in the efforts to provide assistance to educated youth for making self reliant under the Prime Minister's Employment Scheme. After selection by District industrial officer and D.R.D.A., when educated unemployed youth go to banks for getting loan of Rs. 1 lakh under this scheme, bank officers tell them that they did not receive their names and thus refuse

to pay. They create several other problems and ask them to complete other formalities. Even after this, they keep on prevaricating them. In this way, they are required to take several rounds of banks and face disappointment. I, therefore, request the Government that directives should be issued to nationalised and commercial banks to be liberal in providing loans to educated unemployed under the Prime Minister's Employment Scheme. In this regard rules may also be simplified.

SHRI ANNA JOSHI (Pune) : Mr. Speaker, Sir, there is a public sector, Antibiotic Company in Pune. Out of the total eight plants of this company, seven are incurring losses. Only the Penicillin plant is earning profit to the tune of Rs 10 to 12 crore annually.

18.00 hrs.

While delivering his speech from the Red Fort, last time the Hon. Prime Minister had said that the Government would also think about those plants in private sector which are incurring losses and there was no proposal to transfer or handover the profitable plants. The Hindustan Antibiotics has also agreed to give one of its plants to MATGB a foreign multinational company, on lease. The sub committee of the Board of Directors has clearly said that the lease amount should be at least Rs. 35 crore but it has not agreed to. Later on, it was leased on Rs 17 crore only. It is claimed that the plant would run in profit. Out of 2200 workers, only 350 are to be employed. The other seven plants are lying closed. They do not have any work. It is going to result in huge loss. I, therefore, request the Hon. Minister to pay attention towards it.

PROF. PREM DHUMAL (Hamirpur) : Mr. Speaker, Sir, UNA district of Himachal Pradesh has suffered terrible destruction due to heavy rain this year. I had gone there during vacations. In my constituency, fields have been washed away. Property worth crores of rupees have been destroyed due to flood and heavy rain. There is a river called Swan. I have been requesting the Central Government on behalf of the State Government for its Channelisation. Sir, through you, I request the Government that state Government should be given funds to

compensate the loss incurred due to flood and heavy rain and measures should be taken for channelisation of Swan river.

DR. P.R. GANGWAR (Pilibhit) : Mr. Speaker, Sir, Bengali families, who have migrated from Eastern Pakistan, have been rehabilitated in Noujalia and Ramnagra villages of my Parliamentary Constituency, Pilibhit. But Nepali soldiers are driving them away and snatching their lands. Crop is ready in the fields and the owners are not willing to give it up. These Bengali people have been living there since 1950 and are facing great difficulty. Our Government had given them land on lease but today it is being snatched from them. As a result, resentment is brewing among people. I request the Hon. Minister of Home Affairs that Nepali soldiers and other middlemen involved in collecting money illegally, should be stopped and the land belonging to these Bengali brethren should let remain with them.

SHRI RAJVEER SINGH (Aonla) : Mr. Speaker, Sir, earlier, my constituency was affected by drought but now hilly regions have experienced good rain. My area has not received much rain but Badayun and Bareilly districts have been hit by flood. There are two big rivers viz Ramganga and the Ganga in my constituency. Both are flooded and thus people are facing great difficulties.

Sir, through you, I request the Government that maximum special assistance should be provided to flood afflicted farmers, whose crops and houses have been washed away. This would provide some relief to the people who have suffered loss due to flood.

[English]

MR. SPEAKER : Thank you very much. The House stands adjourned to meet again tomorrow, the 22nd August 1995 at 11.00 a.m.

18.04 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, August 22, 1995/Sravana 31, 1917 (Saka).

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