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LOK SABHA DEBATES

LOK SABHA

*Tuesday, August 16, 1994/
Sravana 25, 1916 (Saka)*

*The Lok Sabha met at
Eleven of the Clock*

[MR SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

[English]

MR. SPEAKER: Q. 301 — Shri Chandresh Patel — Not present.

Shri Vishwanath Shastri — Not present.

Q. 302 — Shri Raj Narain — Not present.

Q. 303 — Shri S.B. Thorat — Not present.

Shri Ram Vilas Paswan — Not present.

Q. 304 — Shri Rabi Ray — Not present.

Q. 305 — Dr. Mahadeepak Singh Shaky — Not present.

Shri Nitish Kumar — Not present.

Q. 306 - Shri Atal Bihari Vajpayee
— Not present.

Shri Dharmanna Mondayya Sadul
— Not present.

Q. 307 — Prof. Ummareddy Venkateswarlu — Not present.

Computers for Schools

*308. PROF. SAVITHRI LAKSHMANAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have any proposal to supply computers/software on subsidised rates to schools and colleges;

(b) if so, the details thereof;

(c) whether some manufacturers have offered to supply the same to Government agencies on cheaper rates; and

(d) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) No, Sir.

(b) Does not arise.

(c) Under the Centrally Sponsored Scheme of Computer Literacy and Studies

in Schools, National Information Centre (NIC) has been assigned the role of selection of a panel of Vendors for the supply of Computer systems. NIC has no information regarding supply of these systems on subsidised rates of schools and my offer of manufacturers to supply these systems to Government agencies on cheaper rates.

(d) Does not arise.

PROF. SAVITHRI LAKSHMANAN:

Sir, the *Indian Express* reported on 28.9.92 that during Rajiv era, computers became the new *mantra* with which we were going to be catapulted into the twenty-first century. It was true that in 1984, a project called 'Computer Literacy, Awareness and Studies in Schools (CLASS)' which is described as a Centrally-sponsored scheme in the hon. Minister's answer, was introduced in certain Government schools. No new school has been added since 1990-91, that is, after Rajivji.

A Committee Chaired by Dr. P. Govind Reddy, Professor of Computer Science, University of Hyderabad, with eight members, had recommended for provision of teachers with training and high quality teaching aids, provision of teachers; programmes, development of high quality classroom material and slow pace learning material, in the last week of February, 1992 or in the first week of March, 1992. With so many other recommendations on computer education, they had submitted their Report. The countries first Curriculum-based Educational Software (CUBES) had been released by Computer Systems (India) Private Limited at Bangalore, which comprises of 240 topics for class V to class X of CBSE or ICSE or State curriculum, in September, 1992. The Eighth Plan outlay for this scheme is

Rs. 146 crore. So, I would like to know why then the Government is having no proposal to supply computers or software at subsidised rates to schools and colleges.

KUMARI SELJA: Sir, the last scheme was introduced in 1984-85 and it went on for quite some time. But then the Comptroller and Auditor General, in its Report for the year 1989-90 pointed out a few shortcomings. Then a review was also made by our Ministry of HRD. Quite a few shortcomings were there because this scheme was essentially for de-mystifying computers and providing hands-on experience to the students. It was also outside school hours and there was no examination. So, it did not really get the response that it should have from the students. After this review was conducted, a new strategy was found for this computer education in school. This new strategy has come from the year 1993-94.

It is true that in the earlier year we did not have this. But now this is there and for the current year we have earmarked about Rs. 27 crore for this scheme. Last year, in 1993-94, about 298 schools were covered and it is proposed that in 1994-95 about 300 schools will be covered under this new scheme.

PROF. SAVITHRI LAKSHMANAN:

Sir, as an experimental basis, in the Kendriya Vidyalayas, on payment of fees by the students, after calling options, computer education was to be given. Fees were collected for computer education in January, 1992 in 10 schools. Since the scheme did not materialise, orders were issued in June, 1992 to refund the fees collected. Out of Rs. 20 lakh collected, only Rs. 10,49,725 had been refunded so far. At the same time,

under the Knowledge Based Computer Systems (K.B.C.S.) Programme, softwares are produced which teach the correct usage of words, correct pronunciation in Hindi etc. and help the student in self-evaluation. At seven centres, the Government is spending money for Teachers' Training Programme in the area of National Language Processing. The Ministry is proud of having 134 questions on this subject, both in this House and the other House, last year. It is stated in the Annual Report.

My question to the hon. Minister is: why there is delay in refunding the amount collected from the students before 1992 and whether the Government will re-start the programme at the earliest possible.

KUMARI SELJA: Sir, it is true that about rupees two lakh is yet to be paid. But that is because we did not really get proposals from the parents of the children who had given money for that particular scheme. But it is in the process of being refunded. As I just pointed out, the new scheme, Computer Literacy Awareness and Studies in Schools (CLASS) is already in place and it is going on very well since 1993-94.

SHRI PRITHVIRAJ D. CHAVAN: Sir, the question of the hon. Member deals with schools and colleges. In the reply, the hon. Minister has only talked about the computer programming in schools. I will frame my question in two parts. Part I of my question is that from the reply of the Minister it seems that this CLASS programme is continuing. But from the reply to the supplementary it seems that this programme is now wound up. We would like a categorical answer from the hon. Minister — whether the CLASS programme, as it was initiated in

1984 and as it was adversely commented by the C & A.G. in 1989, had been wound up and whether a new programme in its place has been drawn up or not.

Part II of my question deals with supply of computers to colleges. U.G.C. has a scheme to equip colleges with modern computer equipment. U.G.C. has given some grants to colleges. I would like to know from the hon. Minister whether the U.G.C. has drawn up standard specifications so that standard equipment can be purchased from various private companies for this, because we do not want to repeat the fiasco of CLASS programme as it happened earlier.

KUMARI SELJA: Sir, as regards the first part of the hon. Member's question, the CLASS project has not been wound up. Because of some shortcomings that were found, it was thought that we should remodify the scheme and as per the new scheme, it will now be in senior secondary schools—in classes XI and XII, and it will be open to examination and there will be infrastructure for this and it will be inside school hours. It will be taken up in those States where the States agree to have proper time-table for this. It has been re-modified unlike the earlier CLASS scheme. As regards colleges, we do have a scheme for colleges and about 1,000 colleges were given benefit of this scheme.

Since 1987 we gave about Rs. 1.25 lakhs for this. I can supply more details to the hon. Member later.

[Translation]

SHRI DATTA MEGHE: Mr. Speaker, Sir, just now the hon. Minister has talked about installation of computers in 1000

schools, but keeping in view the number of schools and colleges, it seems to be much less. The hon. Minister has also told that the schools and colleges, which will ask for this facility will get it. The amount allocated for this purpose during 1993-94 for each State has been released but so far as 1994-95 is concerned, the amount to be given to each State has been reduced and they have been given less amount in this account. I know about Maharashtra, Rs. 36 lakh were allocated for the year 1994-95 to this State but only Rs. 11 lakh were released. I would like to know about the reasons behind the allocation of lesser amount to each State during 1994-95. I know that it is a good scheme and it will encourage the schools and colleges but on what basis this amount has been reduced for the year 1994-95, now they will not be able to implement this scheme properly. Does this Government contemplate to increase this amount?

KUMARI SELJA: There is nothing like reducing the amount but as I have said in reply of the previous question that if the States will ask for the infrastructure, they will be provided. Secondly, as I have said that if they agree to the time table and other things, only then it will be released.

[English]

SHRI K.T. VANDAYAR: Mr. Speaker, Sir, there are so many schools and colleges which do not collect capitation fees and those schools and colleges do not have enough funds to buy computers. So, will the Government think of internal funding of these colleges and schools so that they can buy computers at subsidised rates?

KUMARI SEJLA: Sir, we have no such scheme at the moment for supplying these at subsidised rates.

MR. SPEAKER: Qn. No. 309 – Prof. Rasa Singh Rawat – Not present.

Q. No. 310 – Shri Tarit Baran Topdar – Not present.

Shrimati Malini Bhattacharya – Not present.

Q. No. 311 – Shri Chinmayanand Swami – Not present.

Q. No. 312 – Shrimati Chandra Prabha Urs – Not present.

Shri Mohan Rawale – Not present.

Q. No. 313 – Shri Bolla Bulli Ramaiah – Not present.

Shri V. Sreenivasa Prasad – Not present.

Q. No. 314 – Shri Gabhaji Mangaji Thakore – Not present.

Shri Tejsingh Rao Bhonsle – Not present.

Q. No. 315 – Dr. K.V.R. Chowdary – Not present.

Qn. No. 316 – Shri S.M. Laljan Basha – Not present.

Shri Rajendra Agnihotri – Not present.

Q. No. 317 – Shri D. Venkateswara Rao – Not present.

Shri Sultan Salahuddin Owaisi – Not present.

Q. No. 318 – Shri Ram Pujan Patel – Not present.

Wetlands

*319. SHRI K. PRADHANI: Will the MINISTER OF ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government propose to set up a National Wetland Authority/Committee;

(b) if so, the main objectives thereof; and

(c) if not, the steps taken by the Government for conservation of wetlands?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b). A National Committee on Wetlands, Mangroves and Coral Reefs has been constituted by the Government in 1992. The National Committee advises the Government on appropriate policies and action programmes for conservation, research, training, identification of priority areas of wetlands and international cooperation. The National Committee reviews progress of implementation of management action plans and research programmes.

(c) A *Statement* is laid on the Table of the House indicating steps taken by the Government for conservation of Wetlands.

STATEMENT

The main steps taken for Conservation of wetlands include the following:

1. A Plan scheme for the conservation of wetlands has been launched to provide catalytic support to the State

Governments for conservation and management of selected wetlands. So far, 21 wetlands have been included in the National Programme and financial assistance has been provided to the concerned State Governments for supplementing the activities relating to survey and mapping, afforestation in the catchment areas, siltation control, weed control and creation of environmental awareness.

2. Criteria for selection of wetlands of national importance and guidelines for preparation of management action plan for conservation of wetlands have been issued to the State Governments.
3. A network of protected areas, consisting of National Parks, Sanctuaries and Biosphere Reserves including wetlands within their boundaries, has been set up.
4. The Botanical Survey of India, Zoological Survey of India, Wildlife Institute of India and the Salim Ali Centre for Ornithology and Natural History have undertaken surveys and scientific studies on wetlands in different parts of the country.
5. The non-Governmental Organisations such as the World Wide Fund for Nature (WWF)—India and Bombay Natural History Society (BNHS) have also taken up programmes for the conservation of Wetlands.

6. Through the State statutes and Central laws, such as Wildlife (Protection) Act, 1972, Forest (Conservation) Act, 1980, Water (Prevention & Control of Pollution) Act, 1974 etc. legal measures have been taken to regulate activities that have a bearing on the wetlands ecosystems.
7. Under the programmes on environmental education and awareness, conservation of biological diversity in wetlands has been given priority.
8. Research studies have been commissioned through the university system and research institutions for conducting scientific studies and investigations on various aspects of wetlands ecosystems.
9. Under the Convention on Wetlands of International Importance especially as Waterfowl habitats (Ramsar Convention) of which India is a signatory, 6 wetlands have been declared as Ramsar sites. These are: Chilka Lake (Orissa), Keoladeo Ghana National Park (Rajasthan), Wular Lake (J&K), Harike Lake (Punjab), Loktak Lake (Manipur) and Sambhar Lake (Rajasthan).

SHRI K. PRADHANI: Mr. Speaker, Sir, the Minister, in his reply to part (c) of the question, stated that a Plan scheme for the conservation of wetlands has been launched to provide catalytic support to the State Governments for conservation and management of selected

wetlands. So far, 21 wetlands have been included in the National Programme and financial assistance has been provided to the concerned State Governments.

I would like to know from the hon. Minister which are these 21 projects that have been identified and what assistance has been provided to the State Government for the development of these wetlands.

SHRI KAMAL NATH: Sir, there is a list of natural and man-made wetlands in the country. There are 192 natural wetlands and 678 man-made wetlands. There are also a large list of the amounts which has been sanctioned. If there is any particular one the hon. Member wants to know I would mention it. Otherwise I will be happy to send him a list of all the funds sanctioned to all the wetlands in the country separately.

SHRI K. PRADHANI: In reply at Sl. No. 9 under the Convention on Wetlands of International Importance especially as Water-fowl habitats in Ramsar Convention of which India is a signatory, six wetlands have been declared in Ramsar. Out of these Chilka Lake is one of the internationally important wetlands. Hence may I know from the hon. Minister what action has been taken so far and what allotment has been given to the State Government for the development of this wetland at Chilka Lake?

SHRI KAMAL NATH: Sir, the hon. Member is right that India is a signatory to Ramsar Convention and India has acceded to this Convention in September, 1981. Six of the wetlands in Rajasthan, Orissa, Punjab, Manipur and Jammu and Kashmir have designated as wetlands in Ramsar Convention. With regard to Chilka,

a total amount of Rs. 112 lakhs have been sanctioned over last four years under the scheme of conservation of wetlands. The last amount sanctioned was almost a crore of rupees to the Chilka wetland in Orissa and several steps have also been taken. The Chilka is a eco-sensitive wetland and amongst various schemes the setting up of bunds, weed control, siltation, etc. have been taken up in Chilka.

[Translation]

SHRI VISHWESHWAR BHAGAT:

Mr. Speaker, Sir, I would like to know from the hon. Minister as to what is being done for the other wet land apart from the Chilka Lake.

SHRI KAMAL NATH: Mr. Speaker, Sir, there are many such wetlands. From the point of environment we are concerned of our tanks. The formation of a national policy is under consideration for it and it is also under consideration that a national survey plan should be framed for their purpose. When it will be decided, I will give the information.

[English]

SHRI BIJOY KRISHNA HANDIQUE:

Mr. Speaker, Sir, I refer to the part 10 of the hon. Minister's statement that we explore the possibility of using the solid waste generated in the problem areas like using fly ash for stocking the abandoned mining areas or for brick manufacturing etc Sir, the country has 45 million tonnes of fly ash produced by 70 thermal plants and an accumulated stock of more than 10 million tonnes as phosphogypsum at 13 fertilizer plant sites. At the same time, according to the Eighth Five Year Plan there will be shortage of 95000 million bricks, of which

55000 million bricks are meant for housing alone. So, may I know what steps the Government have taken to convert the fly ash and other solid waste into cheap building material.

SHRI KAMAL NATH: Sir, it is true that every thermal station generates about two thousand to three thousand tonnes of fly ash every day. Fly ash continues to be a major problem as far as the pollution of suspended particle matter is concerned. In sanction of environmental approval and environment site clearance of thermal stations which is currently being given, a stipulation is being made that it is the project authority, the project promoters itself which must promote the ancillarisation, the usage of fly ash and just not merely dump the fly ash which is so produced.

It is expected that over 90 per cent of the fly ash which is generated by the power projects which will be set up in the future will be consumed by the industries in that area.

Sir, as far as bricks are concerned there is a problem. While it is true that fly ash produces very good quality bricks, there has been a problem on the question freight. Beyond a radius of 100 kms it becomes very difficult to have either economic benefit or cost benefit because of the cost of freight. But nevertheless, all thermal stations coming up in the future must fulfil a conditionality as to how they will treat their fly ash. State Governments as also the Central sector undertakings have been advised that they must give preference to fly ash bricks. So, in regard to consumption of fly ash, though it is a problem, we do expect that while setting up of thermal plants in future, this shall be integrated in the project itself.

[Translation]

SHRI KRISHAN DUTT SULTAN-PURI: Mr. Speaker, Sir, as the hon. Minister has said in his reply that the Government is going to develop the tanks in the States. The hon. Agriculture Minister had been to the foot hill area of Himachal Pradesh alongwith me. I had shown him a very big tank in my district, Solan, on which the Government has so far spent crores of rupees. There are several other tanks in the State for whom the hon. Minister has stated that he will consider about it, but has any survey been conducted so far in this respect.

Secondly, the hon. Minister has mentioned about the ash. This ash is produced in the thermal power stations. Whether any survey has been conducted in this regard? What steps are being taken up to set up bricks kilns there or to utilise it. The names of the States where these have been set up and if not by when these are likely to be set up.

SHRI KAMAL NATH: A questionnaire was framed many years back for testing the wetlands and in reply the State Governments had informed about the locations of their wet lands. This information was passed on to the State Government, University Research Institutes etc. and a directory has been compiled on its basis. In reply to the questionnaire, there are 192 natural and 678 man made wetlands. So far as the question of the hon. Member regarding ash is concerned, he is right. Today the problem of ash is grave. It not only affects the wetlands but it also creates severe air pollution.

SHRI MANIKRAO HODLYA GAVIT: Mr. Speaker, Sir, I would like to know from the hon. Minister, whether the

Committee, likely to be set up, will visit each State and after testing what steps will be taken up for the survey?

SHRI KAMAL NATH: Sir, the national lake conservation scheme which I had mentioned is being considered, as to how it should be framed from where it will be funded and what will be the role of State Governments in this scheme. Only after that it would be possible to say anything about other tanks, waste lands and their problems. Different schemes will be chalked out to solve different problems.

KUMARI FRIDA TOPNO: Mr. Speaker, Sir, the environment of Chilka Lake in Orissa was very beautiful earlier and varies species of birds from far and wide used to come there but its environment has been polluted now after the establishment of naval training centre there. There is too much silting and on account of it even the sea water cannot flow towards it properly and even it is not being maintained. I would like to know from the hon. Minister if the Ministry of Forest is going to do something to preserve its environment and for the development of this lake?

SHRI KAMAL NATH: Mr. Speaker, Sir, it is correct that due to the developmental works and high density of population there, it is a sensitive wetland. A scheme of 60 crore rupees has been formulated for this purpose, on bilateral basis and it is posed to the European Union. Specially the problems of weed management, siltation and dividing are included in it besides the scheme of infracture development. This scheme is formulated keeping in view the present and the future problems of the Chilka Lake. I hope that it will be cleared very soon.

[English]

SHRI UMRAO SINGH: Pollution is one of the greatest problems in the country and the world. In view of this increase in pollution, is the Government or the Committee thinking to introduce any Course or studies in the Universities and Schools so that the students and the nation is made familiar with the dangerous aspect of pollution and of conservation of wetland?

SHRI KAMAL NATH: Under the National Environment Awareness Campaign, the entire spectrum of environment is taken into account and the sensitivity of wetland is one of the areas which is being given a thrust in addition to all other aspects concerning environmental degradation. I am happy that environmental awareness stage in the country has reached a profile as never before, and this is only because we have been able to imbibe and instil not only in the level of students but in the common man that concern and sensitivity to environment and the impact of people's own action in their daily lives on environment.

PROF. SAVITHRI LAKSHMANAN: It is stated in part 'c' No. 8 of the reply to the question that:

"Research studies have been commissioned through the University system and research institutions for conducting scientific studies and investigations on various aspects of wetland ecosystems."

My query is whether any such research is going on to detect the wetland because people may not be aware of their own wetlands and if such researches

are going on, whether any wetland in Kerala is identified and if identified, what are the results of study upon that.

SHRI KAMAL NATH: There are 26 research projects which have been sanctioned covering the whole country. I specifically do not know if there is one in Kerala.

But, there are very large number of colleges and universities which are very very environmentally aware and it has been in Kerala irrespective of whether projects are sanctioned by my Ministry or not. I am aware that a large number of colleges and universities are themselves doing projects in wetlands, in Kerala.

[Translation]

SHRI AYUB KHAN: Mr. Speaker, Sir, I would like to know from the hon. Minister, through you, that the Government has constituted the National Committee on Wetland; would you please apprise me about areas where the survey was conducted the Rajasthan and how much amount was allocated for Rajasthan. Rajasthan is a desert area and there are so many lakes through which water crisis can be solved there, so please tell something about it.

SHRI KAMAL NATH: The Committee which is constituted is a permanent committee and it is not going to be dissolved. As I have said that out of the wetlands of Rajasthan there are two such wetlands which are famous in the country. These two have been identified and schemes have been formulated for these wetlands. Keeping in view the severe condition of Picchola Fatehsagar Lake Complex, a scheme

has been formulated for it and the Centre has granted fund for it.

[English]

SHRI K.T. VANDAYAR: Wetlands and lakes are converted into plots for habitation. There is a very big lake in my constituency which has been converted into plots. Has the Government allotted any funds for Tamil Nadu for conserving these lakes and wetlands?

SHRI KAMAL NATH: Sir, I am not aware specifically of the lake in the hon. Member's constituency. If he just gives me more details on it, I will attempt to see that, if possible, and if at all, something can be done.

SHRI G. DEVARAYA NAIK: From environmental aspect, wetlands programme is a very important one. But as pointed out by the hon. Minister, an amount of Rs. 60 crore only has been allocated. Compared to huge work in the country this amount is a meagre one. I would like to know from the hon. Minister whether there is any idea in the Government to increase the amount from Rs. 60 crore to further develop wetland areas in the country and whether the hon. Minister is aware of wetland areas in the country, especially in southern part of India?

SHRI KAMAL NATH: Undoubtedly, wetlands play a major role in environment, in flood control, in recharging of aquifers. I entirely agree with the members especially for regulating water quality, reducing sediment load, pollution abatement etc. So, wetland has to be a major area of focus. It is not correct that only Rs. 60 crore has been allocated. I said there is a project of Rs. 60 crore for Chilka lake. In addition to that, there

are several schemes which are in the pipeline are being funded. There is an upper and lower lakes of Bhopal for which there is 7,055 million yen for conservation and management of the Bhopal lake. There are other schemes for the wetlands of Calcutta being formulated. There is a scheme of the Sagar lake in Madhya Pradesh which has been prepared for Rs. 5.83 crore.

SHRI G. DEVARAYA NAIK: I particularly asked about South India.

SHRI KAMAL NATH: As I said I am only illustrating, I am not giving exhaustive details. There are various schemes for protecting wetlands and I shall send to the hon. Members about the other schemes which are being considered in the South.

[Translation]

SHRI DATTA MEGHE: Sir, the owners of the tanks both in villages and cities are selling these to the builders throughout the country. As in Nagpur city in Maharashtra there were a number of tanks, now the builders are buying these tanks to construct buildings there which is becoming a hazard for the environment. We have made several complaints through your department to keep the status quo of those tanks and buildings should not be constructed there. Would the hon. Minister pay heed to our complaints.

SHRI KAMAL NATH: Definitely we will pay attention to what the hon. Member has said. As far as the rural areas are concerned I have written to the State Governments. Out of the total allocation under the Jawahar Rozgar Yojana 20 per cent should be spent on the works concerning environment. As far as cities

are concerned, it is a fact that the population is growing continuously in the cities and its pressure is on the cities. The pressure is mounting on the open land whether it is a tank or the plain. I agree to the proposal of the hon. Member and I would like to draw the attention of the State Governments towards it by writing them letters.

[English]

SHRI INDER JIT: Mr. Speaker, Sir, the Minister, in his reply to parts (a) and (b) has stated that a National Committee on Wetlands, Mangroves and Coral Reefs has been constituted by the Government in 1992. He has also informed that the National Committee advises the Government on appropriate policies and action programmes on conservation, research, training, identification of priority areas in wetlands and international cooperation. He has also said that the National Committee reviews implementation of action plans and research programmes. I would like to know from the Minister what is being done in regard to coral reefs.

I had an occasion to visit Lakshadweep earlier this year, where we have a cluster of some thirty-two very beautiful islands. Of course, the top place goes to Bangarappa which in my opinion is the ultimate in sea-resort tourism. What is being done in regard to coral reefs and, particularly, coral reefs in this cluster of islands called Lakshadweep? I would like to know this because of the fact that it helps us in promoting tourism, both internal and international. I would like to draw the attention of the Minister to the fact that Australia gets a very large number of tourists because of its Great Barrier Reef, which again is a coral reef. So, I would like him to throw some light

on this aspect also because his entire statement is devoted only to wetlands. Perhaps, the question was related to that. Maybe, he could throw some light and inform the House as to future of Lakshadweep islands.

SHRI KAMAL NATH: Sir, the first term of reference, amongst the terms of reference of the National Wetland Committee, is to advise Government on appropriate policies and action programmes of conservation of wetlands, mangroves, coral reefs and related ecosystems. So, coral reefs are very much there in the terms of reference of this National Committee.

The hon. Member has talked about tourism. While coral reefs may be attracting tourism, we must also recognise that tourism is one of the biggest threats to coral reefs because the carrying capacity of these areas which have coral reefs is not there. Therefore, the more the tourists, the greater the threat to coral reefs. In order to protect our shoreline and in order also to protect areas which are rich in bio-diversity, areas which have very very exceptional coral reefs, under the Environment Protection Act, we have issued a Coastal Regulation Notification, which regulates developmental activities in these areas. So, developmental activities like tourism and industry cannot be carried out in these coastal areas, which are the habitat of the coral reefs.

So, this has been done considering the importance of coral-reefs in our ecosystem.

SHRI INDER JIT: Mr. Speaker, Sir, I was hoping that there would have to be some kind of a balance. (*Interruptions*)

MR. SPEAKER: Today, I will allow.

SHRIINDER JIT: Sir, there has to be some kind of a balance between tourism and coral-reefs. Both have to be supplementary and complementary to each other. What kind of a balance we do have? How do you view the Lakshadweep Islands and their position as coral-reefs?

SHRI KAMAL NATH: Lakshadweep is one of the four coral-reefs areas which have been identified. They are Lakshadweep Islands, Andaman and Nicobar Islands, the Gulf of Kachchh, etc. Of course, a balance has to be maintained between tourism and coral-reefs. But, since there is a heavy imbalance in the past, it is necessary to correct that imbalance. Already these areas are under tremendous stress. As I said, these areas have a carrying capacity. We have to see, what is the load that they can bear of tourism, of development, etc. to remain protected. Everything has been weighted against them in the past. Now that we have got Management Action Plans for these areas, we are trying to correct the imbalance of the past and that will lead to the balance in the future.

SHRI P.C. CHACKO: In spite of the best efforts from the Ministry of Environment, it is not the preservation alone but the encroachment of the wetlands, especially the shallow backwaters, which is there. There is a proposal for filling up nearly thousand acres of shallow backwaters at Cochin and exploiting it for commercial purposes. May I know whether the proposal has come to the notice of the Ministry of Environment? May I also know whether the Ministry has given clearance? If not or if so, what is the attitude of the

Government towards this kind of a proposal? The shallow backwaters are being filled up for economic exploitation or for commercial exploitation.

Another thing is this. The coral-reefs matter was mentioned here. The coral-reefs are rich with Calcium Carbonate content. There are proposals from the State Governments and the State Government agencies for extracting coral reefs for the manufacture of white cement. The proposals are being finalised and are being submitted to the Government. What is the attitude or the approach of the Ministry of Environment and Forest to this kind of industrial schemes?

SHRI KAMAL NATH: *Prima facie*, the approach of the Ministry, based on what the hon. Member is saying is that these are very very inappropriate, environmentally. Basically, filling up of low line or shallow coastal areas which amounts to nothing but reclamation has severe environmental impacts. So, *prime facie*, I can best say that this is not something which my Ministry would be able to easily approve of.

With regard to taking out the coral-reefs for the production of cement, I think, to me, it sounds very strange because I do not think, such a proposal would stand scrutiny at all.

With regard to the other proposal which the hon. Member has mentioned I shall get the information about it and inform the hon. Member.

SHRI SHANTARAM POTDUKHE: Sir, not many coal mining activities are going on in the country especially in Madhya Pradesh, Maharashtra and other States. But, different coal mining activities

are going on where little attention is paid to the environmental aspect. Will the hon. Minister take steps so that the coal mining authorities do not put such hazards to the environmental aspects? Recently in Chandrapur, there have been heavy rains and all the areas were flooded because of coal mining activities. No environmental aspect is taken care of there. Will the Minister take some interest in this aspect and do something about it?

SHRI KAMAL NATH: It is true that a large amount of coal mines where mining has been carried out in the last several years — the mines are in exhaustion after the mining is complete — is left in a very degraded condition which leads not only to the degradation of themselves but it also affects the adjoining areas. Now, whenever any of these coal mining projects are approved, a condition is made about the rehabilitation of coal mines and of integrating various environmental considerations within the new mining projects.

This is happening. This is under constant monitoring. Coal mines, in the past, have caused severe degradation. Attempts are also being made by us to take up projects for environmental correction and for filling up, etc., all these degraded coal mines. It is only when these coal companies are agreeing to correct what they have done earlier, are their new schemes being sanctioned simultaneously.

*SHRI R. JEEVARATHINAM: Hon. Speaker, Sir, through you, I would like to put a question to the Minister for Environment as regards the degradation of wetland.

I would like to cite a particular instance in my constituency. There are several leather units and tanneries near the Palar river in my constituency. The effluents from them continue to flow into the river and these affect wetlands in the area because of the pollution so caused.

Let me know from the Minister whether this has come to the notice of the Environment Ministry. If so, what are the measures they contemplate to put an end to the pollution problem faced by the wetland farmers who live by the Palar riverbed?

MR. SPEAKER: Could you get the translation in English?

SHRI KAMAL NATH: From wetland, it goes to coal mines and now to leather. I suppose they all affect wetlands. *(Interruptions)* It is in relation to wetlands.

With regard to the leather industry and tannery industry, environmentally it is a major delinquent. Several schemes have been launched, especially in the State of Tamil Nadu and in Kanpur which are two heavily clustered leather and tannery areas. Some of these schemes are complete and some of them are not. There is an element of subsidy. There is an element of support.

I will request the hon. Member to let me have separately a specific case of the lake and the units which are causing this pollution. We will look into that.

SHRI UDAYSINGRAO GAIKWAD: Sir, in my constituency, there is a very old lake known as Rankala Tank. For the

last two years, it is full of weeds which have started spreading. In Marathi, we call it 'Kandal'. The whole water is polluted and nobody goes for swimming. Even the Corporation tried to remove the weeds but they could not succeed. I have given Rs. 5 lakh from MP's Fund. To my knowledge, that fund cannot be used for this purpose. Even then, the Corporation is trying to find out some way. The citizens have set up a committee. They are also helping financially and physically.

I would like to know from the Environment Minister whether he would help us in this respect and send some funds for removal of weeds and to purify the water.

SHRI KAMAL NATH: The hon. Member's concern is about weeds. But weeds in the wetland have an ecological function. Efforts should be made to control them rather than eradicate them. So, just removal of weeds may not be the answer for the lake because the lake eco-system is dependent upon those weeds. Sometimes the biological control is not desirable as this may lead to total extinction. If some biological method is found for its removal, it may lead to total extinction and may have adverse ecological effects. Manual removal of this is also possible. I am sure, the hon. Member would think that manual removal of weeds would also lead to avenues of employment.

With regard to Rs. 5 lakh, I am thankful to him for allocating Rs. 5 lakh. I hope he agrees to increase it for this area. He may like to take this up with the Minister concerned to be able to utilise these funds for such activities because it is these activities which have an impact on the society around. I would be happy to hear from the Member about

a specific project. We shall look into how we can help in the matter.

[Translation]

SHRI TARA SINGH: Mr. Speaker, Sir, I would like to know from the hon. Minister through you, whether he is aware of the fact that previously, the lakes were encroached at lower level and the flood water used to gather there. It used to maintain the ground water level but now-a-days the flood water flows away and the fertile land is converted into wasteland. Whether the Government would enact a law to stop the encroachment of lakes so that the fertility of the land, which is being fading away may be preserved?

SHRI KAMAL NATH: Mr. Speaker, Sir, this problem has cropped up due to the lack of co-ordination between man and nature during the last few years. Besides it, if the State Governments stop the encroachments we can get those benefits from the lakes and canals.

[English]

SHRI CHIRANJI LAL SHARMA: May I know from the hon. Minister as to how many States in the country have taken up the programme? Further, how much money is provided to them by the Government of India?

SHRI KAMAL NATH: As stated earlier, a large number of the wetlands have been identified which include those wetlands which come under the Ramsar Convention and also those who do not. I have given a total list of areas which have been identified from amongst both man-made and natural wetlands. A total sum of Rs. 535.95 lakhs or roughly Rs. 536 lakhs has been allocated for the conservation of

wetlands. A large number of schemes are also in the pipeline. The main question before us now is to make viable projects, i.e. projects which encompass all aspects of conservation. As already stated, these schemes have been made and they are in the pipeline. And the money sanctioned to various States is roughly Rs. 536 lakh.

SHRI P.C. THOMAS: One year back, the hon. Minister had an opportunity to come to the forest areas of Kerala. But I am sure he did not have an opportunity to pass through or fly over the beautiful backwater areas of Kuttanad in Alleppey District. We are told that 21 projects have been taken up after the National Survey. I am sure if the Minister sees this area, he will include it as one of the projects. I would like to know from the hon. Minister whether he will make a survey of this large area of Kuttanad which is actually below the sea level like some of the lands in Holland. I want to know from the hon. Minister whether this area, after the survey, will be included as one of the projects for protecting the wetlands of the nation.

SHRI KAMAL NATH: I would very much like to avail of the hon. Member's invitation. I am aware of not only the ecological sensitivity but also the natural beauty of that area. In the first instance, I will send a team to see what can be done to take it up as one of the projects. For the information of the hon. Member, I would like to mention that there are two wetlands in Kerala which have been selected for conservation and management. These are Asthamudi and Sansthanakota. As regards Kuttanad area, on the basis of the hon. Member's suggestion, I would send a team there.

SHRI P.C. THOMAS: Will you please send the team immediately, without much delay?

SHRI KAMAL NATH: Sir, this is the longest question that I had to face. This should also go on record.

MR. SPEAKER: We appreciate your tenacity.

[Translation]

SHRI DILEEP SINGH BHURIA: Mr. Speaker, Sir, I would like to know from the hon. Minister about the Wooller Lake of Jammu and Kashmir, since it is a major lake of our country and slowly and steadily it is extinguishing. It is the biggest lake of our country. What steps are being taken by the hon. Minister to save it.

Secondly, he has mentioned Madhya Pradesh. There are so many lakes in Madhya Pradesh which are extinguishing gradually. What steps are being taken to save the lakes in the small villages of Madhya Pradesh?

SHRI KAMAL NATH: As far as the lake of Madhya Pradesh are concerned, I have told that major schemes have been formulated for Bhopal and Sagar and out of the small districts such a scheme is being formulated for Chhindwara also.

So far as the lake of Kashmir is concerned, I will send the requisite information to the hon. Member about the schemes for the lake.

[English]

MR. SPEAKER: The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

[English]

International Workshop of Forestry

*301. SHRI CHANDRESH
PATEL:
SHRI VISHWANATH
SHASTRI:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether an International Workshop on forestry and such other related issues was held at Delhi in July, 1994;

(b) if so, the issues discussed and the decisions taken at the Workshop; and

(c) the action taken or proposed to be taken by the Government to implement those decisions?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Yes, Sir. A workshop called "Towards Sustainable Forestry: Preparing for the Commission on Sustaining Development 1995" was held in New Delhi over 25th-27th July, 1994.

(b) and (c). The primary objective of the International Workshop held in New Delhi was to develop a format on which information on forestry related issues is to be presented to the Commission on Sustainable Development (CSD) at its next session in 1995. At that session, the CSD is expected to review progress in the implementation of Agenda 21, in particular the chapters relating to

forests, land, bio-diversity and desertification. After detailed discussions, the workshop resolved to adopt a document entitled: 'Framework for National Reporting to the Third Session of the CSD 1995'. The Workshop also proposed that International and Regional Funding Agencies should seek advice from their member countries on how they should report to the CSD and convene small meetings of selected members for this purpose. The Workshop also welcomed the work being undertaken internationally on the development of criteria and indicators of sustainable forestry and suggested that the FAO might convene meetings of countries not involved in existing initiatives. Government has forwarded the resolution to the 'CSD Secretariat and is initiating necessary action to prepare for the CSD' 1995 in consultation with the nodal Ministries involved in implementing the Agenda 21.

Sugar Price

*302. SHRI RAJ NARAIN: Will the Minister of FOOD be pleased to state:

(a) the criteria for fixing the price of sugar;

(b) whether the costing of sugar is done by any Government Agency;

(c) whether the element of corporate tax being included in the cost of sugar production is charged from the consumers;

(d) if so, the details thereof;

(e) whether the Government have ascertained the actual income-tax paid by the sugar mills and the actual amount claimed by them;

(f) if so, the details thereof during the last three years, year-wise;

(g) whether the amount of income-tax claimed in the fixation of cost is more than the income-tax paid by the sugar mills; and

(h) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) As per provisions of section 3(3c) of the Essential Commodities Act, 1955, the following factors are taken into account in the determination of the ex-factory price of levy sugar:

1. the minimum price fixed for sugarcane by the Central Government;
2. the manufacturing cost of Sugar;
3. the duty of tax, if any, paid or payable thereon;
4. securing of a reasonable return on the capital employed in the business of manufacturing sugar.

(b) Cost investigation into the sugar industry is periodically entrusted to the Bureau of Industrial Costs and Prices which furnishes the Conversion Cost schedules for the different pricing zones

as well as the return to be allowed in the fixation of levy price.

(c) and (d). Bureau of Industrial Costs and Prices recommends the return to be included in the fixation of ex-factory levy price. It includes, among others, corporate tax at the existing rates.

(e) to (h). Ministry of Food does not ascertain data on the actual income tax paid by sugar mills.

Accident Claims

*303. SHRI SANDIPAN
BHAGWAN THROAT:
SHRI RAM VILAS
PASWAN:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of accident claims received, settled and pending during the last three years; and

(b) the steps proposed to ensure speedy and adequate compensation to those affected in the Railway accidents?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Accident claim cases are adjudicated by Railway Claims Tribunal through its 19 Benches located all over India. Year-wise position of accident claims received, settled and remained pending during the last three years is as under:

Year	Opening Balance	Received	Total	Settled	Balance
1991-92	499	556	1055	520	535
1992-93	535	529	1064	552	512
1993-94	512	701	1213	419	794

(b) Following measures are taken for quick disposal of cases by the Railway Claims Tribunal:

- (i) Circuit benches of Railway Claims Tribunal are held from time to time at stations other than headquarters of the Bench for the convenience of the claimants;
- (ii) Members from one bench are deputed to other benches whenever required due to non-availability of a member at that bench;
- (iii) Requests of claimants are allowed for transfer of cases from one bench to the other nearer to their residence for speedy settlement.

Keeping in view the facts of the claim filed and the evidence produced in support thereof the Tribunal decides the quantum of compensation as per the scales laid down in Railway Accident (Compensation) Rules, 1990.

The scales of compensation are considered to be adequate.

Education Policy

*304. SHRI RABI RAY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether attention of the Government has been drawn to the newsitem regarding education policy appearing in "Indian Express" dated July 25, 1994;

(b) if so, the details thereof;

(c) whether no meaningful study has been done to correlate economic development with social parameters; and

(d) if so, the steps taken by the Government to revamp the educational system?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) Yes, Sir.

(b) The newsitem gives the views of different speakers at a panel discussion on 'Role of Educational institutions in social development' organised by the Centre for Women's Development Studies in New Delhi on 24th July, 1994.

(c) and (d). It is now universally accepted that there is a strong correlation between social parameters and economic development. The formulation of the National Policy on Education (NPE), 1986 was also guided by this principle. The Policy was reviewed during 1990-92 and suitable modifications were incorporated in it. The Revised Policy Formulations were tabled in the House on 7th May, 1992.

[Translation]

Support Price of Foodgrains

*305. DR. MAHADEEPAK SINGH SHAKYA:
SHRI NITISH KUMAR:

Will the Minister of FOOD be pleased to state:

(a) whether the per quintal support prices of wheat, rice and sugar have been increased each year from 1991 to 1994;

(b) if so, the details thereof;

// giving requisite information are attached herewith.

(c) whether the issue prices of these items have also been increased during the above period;

(d) if so, the details thereof;

(e) whether the increase has been affected proportionately; and

(f) the reasons for the increase in the issue prices even though the increase in subsidy is given by the Government on these items?

(e) and (f). Central issue prices of rice and wheat do not cover the total economic cost of these foodgrains. The distribution cost and carrying cost are not taken into account and the Central Government bears a huge food subsidy on this account.

The retail issue price of levy sugar is revised from time to time taking into account the increase in the Statutory Minimum Price of Sugarcane as also the increase in the conversion and distribution cost. A provision has also been made from 1992-93 season to recoup the deficit in the Levy Price Equalisation Fund pertaining to earlier years.

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) to (d). *Statements I* and

STATEMENT-I

Statement showing procurement prices of wheat and levy rice and their central issue prices (ex-FCI godowns) for public distribution system since 1991 till 1994.

(Rs. per quintal)

Commodity	Market- ing year (April-March)	Procure- ment Price	w.e.f	Central Issue Price
Wheat	1990-91	215	1.5.1990	234
	1991-92	225	28.12.1991	280
	1992-93	275 *	11.1.1993	330
	1993-94	330 *	1.2.1994	402
	1994-95	350		

*Including a Central bonus of Rs. 25 per quintal.

Commodity	Market- ing Year (October- Sept.)	Procurement price of levy rice ranges from			w.e.f.	Central Issue Prices		
		Common	Fine	Superfine		Common	Fine	Superfine
Rice	1990-91	313.00 to 347.50	342.00 to 374.55	342.00 to 394.10	25.6.1990	289	349	370
	1991-92	356.70 to 396.65	371.50 to 425.20	386.30 to 445.10	28.12.1991	377	437	458
	1992-93	419.95 to 463.45	434.45 to 494.00	448.95 to 514.45	11.1.1993	437	497	518
	1993-94	484.45 to 533.40	513.80 to 582.00	543.15 to 620.90	1.2.1994 1.10.1994	537 597	617 677	648 708

STATEMENT-II

Statement showing statutory minimum price of sugarcane; economic cost of levy sugar procured for FDS (all India average) and retail issue price of levy sugar since 1991 till 1994

Year	Statutory Minimum Price for Sugarcane	All India Average Economic Cost of levy sugar procured for PDS	Retail issue Prices
	(Rs. per qtl.)	(Rs. per qtl.)	(Rs. per kg.)
1990-91	23.00	613.23	5.25 (from 1.10.90 to 23.7.91) 6.10 (from 24.7.91 to 30.9.91)
1991-92	26.00	686.88	6.10 (from 1.10.91 to 20.1.92) 6.90 (from 21.1.92 to 30.9.92)
1992-93	31.00	829.99	6.90 (from 1.10.92 to 16.2.93) 8.30 (from 17.2.93 to 31.1.94)
1993-94	34.50	903.08	9.05 (from 1.2.1994 to onwards)

[English]

Consumer Courts

*306. SHRI ATAL BIHARI
VAJPAYEE:
SHRI DHARMANNA MON-
DAYYA SADUL:

Will the Minister of CIVIL
SUPPLIES, CONSUMER AFFAIRS AND
PUBLIC DISTRIBUTION be pleased to
state:

(a) whether the Government have
made any assessment of the working of
the Consumer Courts under the Consumer
Protection Act, 1986;

(b) if so, the details thereof;

(c) the number of cases filed in
Consumer Courts during 1993-94, State-
wise;

(d) the backlog of pending cases
as on date, State-wise; and

(e) the measures taken by the
Government to clear the backlog?

THE MINISTER OF CIVIL
SUPPLIES, CONSUMER AFFAIRS AND
PUBLIC DISTRIBUTION (SHRI A.K.
ANTONY): (a) and (b). The working of the
consumer courts set up under the

Consumer Protection Act was discussed in the first all-India Conference of the presidents and Members of the State Commission held on 24th January, 1994 where State-wise position was reviewed and resolutions were passed to provide for adequate infrastructure, staff and funds.

(c) and (d). This Ministry compiles such information on quarterly basis. Based on the information available with the Central

Government, a *Statement* has been compiled and is annexed.

(e) Many of the State Governments are converting part time district fora into full time. The Consumer Protection Act, 1986 also provides for setting up of additional District Forum in a district depending upon the work load. However, the responsibility of setting up of additional District Fora lies with the State Governments.

STATEMENT

State/UT	State Commission									
	No. of Complaints					No. of Appeals				
	Filed since inception	Disposed since inception	Pending cases	Filed since inception	Disposed since inception	Pending cases	Filed since inception	Disposed since inception	Pending cases	Period ending
Andhra Pradesh	1089	318	771	2856	2218	638	61987	48479	13508	30.6.94
Arunachal Pradesh	5	0	5	2	0	2	55	51	4	31.3.94
Assam	412	92	320	61	24	37	1403	356	1047	31.12.93
Bihar	1707	796	911	1045	433	612	15959	8251	7708	31.3.94
Goa	90	52	38	142	109	33	878	701	177	31.12.92
Gujarat	1441	802	639	1045	708	337	26078	13651	12427	31.12.93
Haryana	252	232	20	1777	1348	429	24709	16596	8113	30.6.94
Himachal Pradesh	236	88	148	690	82	608	4656	3550	1106	31.3.94
Jammu & Kashmir	41	9	32	10	0	10	2470	422	2048	30.6.93
Karnataka	975	783	192	1587	717	870	14411	5067	9344	31.3.94
Kerala	1224	754	470	2284	933	1351	46709	32981	13728	30.6.94

State/UT	State Commission									
	No. of Complaints					No. of Appeals				
	Filed since inception	Disposed since inception	Pending cases	Filed since inception	Disposed since inception	Pending cases	Filed since inception	Disposed since inception	Pending cases	Period ending
Madhya Pradesh	299	236	63	987	217	770	21507	11687	9820	30.9.93
Maharashtra	1871	1018	853	2669	1170	1499	36749	24117	12632	30.6.94
Manipur	2	1	1	9	4	5	395	373	22	30.6.93
Meghalaya	5	4	1	1	1	0	8	2	6	31.12.93
Mizoram	—	—	0	0	0	0	129	110	19	30.6.94
Nagaland	—	—	—	—	—	0	—	—	—	Not available
Orissa	1167	645	522	849	270	579	7805	4334	3471	31.12.93
Punjab	329	210	119	312	288	24	10651	6831	3820	31.12.93
Rajasthan	767	537	230	2080	1162	918	46097	33154	12943	31.3.94
Sikkim	1	1	0	—	—	0	8	5	3	31.12.93
Tamil Nadu	553	306	247	379	320	49	17244	3697	13547	31.12.93

State/UT	State Commission												Period ending
	No. of Complaints						No. of Appeals						
	Filed since inception	Disposed since inception	Pending cases	Filed since inception	Disposed since inception	Pending cases	Filed since inception	Disposed since inception	Pending cases	Filed since inception	Disposed since inception	Pending cases	
Tripura	38	30	8	41	32	8	285	188	97	285	188	97	31.3.94
Uttar Pradesh	1445	659	786	6178	2238	3940	73731	40123	33608	73731	40123	33608	31.3.94
West Bengal	1844	355	1489	637	301	336	13992	3006	10986	13992	3006	10986	31.3.94
Andaman & Nicobar	8	5	3	7	4	3	73	63	10	73	63	10	31.3.94
Chandigarh	524	220	304	259	146	113	5314	2492	2822	5314	2492	2822	30.6.94
D & N Haveli	-	-	0	-	-	0	15	7	8	15	7	8	30.6.94
Daman & Diu	-	-	0	-	-	0	27	7	20	27	7	20	31.3.94
Delhi	2083	1202	881	1670	686	984	32606	14710	17896	32606	14710	17896	30.6.94
Lakshadweep	-	-	0	1	1	0	14	12	2	14	12	2	30.6.94
Pondicherry	47	38	9	181	154	27	724	658	66	724	658	66	30.6.94
Total	18455	9393	9062	27759	13576	14183	466689	275681	191008	466689	275681	191008	

Model Floriculture Centres

*307. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to set up model floriculture tissue culture centres in different States;

(b) if so the details thereof alongwith the main objectives;

(c) the number of such centres opened so far and proposed to be opened during the remaining period of the Eighth Five Year Plan;

(d) whether farmers will receive training in post-harvest technology;

(e) if so, the details thereof;

(f) the financial allocation made and actually released so far, State-wise; and

(g) the achievements made therefrom so far?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAHKAR): (a) Yes, Sir.

(b) Under the Central Sector Scheme on Commercial Floriculture being implemented by Government of India during VIII Plan, it is proposed to set up nine (9) Model Floriculture Centres in public sector at Mohali (Punjab), Calcutta, Lucknow, Bangalore, Pune, Srinagar, Trivandrum, Gangtok, and Madras. In addition, eight (8) similar centres are also being set up in the private sector at these

locations (except Srinagar). The objectives of these centres are as follows:

- (a) To collect and conserve commercially important varieties of major flower crops of the region.
- (b) To arrange for large scale multiplication of the plant material, using conventional as well as advanced propagation techniques;
- (c) To organise training and demonstration on different aspects of flower production and post-harvest management;
- (d) To act as the nodal units for promotion of floriculture in the region. Each of these centres will have facilities of tissue culture units and for providing training in flower production as well as post-harvest handling.

(c) Work on opening of these Centres has recently been initiated at the proposed locations and none of these have been fully operational so far.

(d) Yes, Sir.

(e) Provision for such a training has been made at each Model Floriculture Centres. In addition, training is also provided in selected research institution for which National Horticulture Board provides assistance to the State.

(f) The State-wise allocation made and released so far are given in the *Statement* enclosed.

(g) As the centres are still being set up, no achievement has so far been reported.

STATEMENT

*State-wise release of funds for model floriculture centres both in public and private sector under central sector scheme on commercial floriculture**

(Rs. in lakh)

Location (State)	Total alloca- tions of VIII Plan	1992-93		1993-94		1994-95
		Allo- cation	Rele- ased	Allo- cation	Rele- ased	Allo- cation
Lucknow (Uttar Pradesh)	68.38	2.81	2.81	12.50	12.50	36.80
Rajgurunagar Pune (Maharashtra)	68.38	2.81	2.81	36.60	36.60	11.80
Bangalore (Karnataka)	68.38	2.81	2.81	12.50	12.50	36.80
Trivandrum (Kerala)	68.38	2.81	2.81	12.50	12.50	11.80
Gangtok (Sikkim)	68.38	2.81	2.81	12.50	12.50	11.80
Calcutta (West Bengal)	68.38	2.81	2.81	12.50	12.50	11.80
Mohali (Punjab)	68.38	2.81	2.81	12.50	25.50	11.80
Srinagar (Jammu & Kashmir)	43.38	2.81	2.81	12.50	12.50	11.80
Coimbatore Madras (Tamil Nadu)	68.38	2.81	2.81	12.50	12.50	11.80

* Includes provision for training also.

[Translation]

Sports and Youths

*309. PROF. RASA SINGH
RAWAT: Will the Minister of HUMAN

RESOURCE DEVELOPMENT be pleased to state:

(a) the broad details of the schemes in progress to give impetus to sports and encouragement to youth;

(b) the amount allocated for these schemes during 1992-93, 1993-94 and during the current year, State-wise;

(c) whether any evaluation has been done in this regard from time to time; and

(d) if so, the result thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) A *Statement* regarding broad details of schemes pertaining to Youth and Sports is attached herewith *Statement-I*.

(b) Funds for schemes are not allocated State-wise. However, a *Statement* showing year-wise total allocations for each Scheme during these years is attached herewith *Statement-II*.

(c) and (d). The position is given in the *Statement* attached herewith (*Statement-III*).

STATEMENT-I

Broad Details of Major Schemes for Youth & Sports

Youth Programmes

1. National Service Scheme:

National Service Scheme, popularly known as NSS, was launched in 1969, with primary focus on the development of personality of students through community service. Today, NSS has over 1.1 million student volunteers on the roll spread over 158 Universities/+2 system. The National Service Scheme has two types of programmes viz. Regular activities and Special Camping

Programmes undertaken by the volunteers of NSS.

2. Nehru Yuva Kendras:

Nehru Yuva Kendra Sangathan is an autonomous body under the Department of Youth Affairs & Sports, Ministry of Human Resource Development. The objectives of the Sangathan are to organise and mobilise non-student rural youth and to generate awareness among them for national development programmes. There are 461 Nehru Yuva Kendras today.

3. Scheme of Assistance to Voluntary Organisations working in the Field of Youth:

The scheme of assistance to voluntary organisations working in the field of youth is designed to promote the following objectives and activities:

Involvement of youth on a full time basis for undertaking activities like rural development, adult education and improvement in urban slums.

Under the scheme, assistance is given to registered bodies, public trusts and non-profit making companies.

4. Promotion of Adventure:

The Scheme, of Promotion of Adventure aims at fostering in youth the spirit of risk-taking, endurance, cooperative team work and at encouraging quick, ready and effective reflexes in challenging situations. Financial assistance is provided to institutions, groups, individuals and voluntary organisations for undertaking adventure activities like mountaineering, trekking, rowing, boating, etc.

5. Scouting and Guiding:

Scouting and Guiding is an educational inter-national Movement aiming at developing the character of boys and girls and making them blossom as good citizen of the country and inculcating in them a spirit of loyalty, patriotism and sympathy for others.

The Organisation that promotes these activities in India are Bharat Scouts and Guides and All India Boys Scouts Organisation to which the Department extends financial assistance both towards Administrative Expenditure and activities viz. training camps; skills, rallies, events, gatherings, etc.

6. National Service Volunteer Scheme:

The National Service Volunteer Scheme was started in the year 1977-78 with the aim of providing opportunities to educated youth for taking part voluntarily in the process of national development for a specified period on a whole-time basis. Graduate youth below 25 years of age are eligible for deployment as National Service Volunteers (NSV) for a maximum period of 2 years.

7. Promotion of National Integration:

The scheme of Promotion of National Integration provides a framework to various youth organisations, educational institutions and voluntary agencies by providing financial assistance for organising youth camps in different parts of the country, arranging programmes of inter-state visits, holding of seminars/conferences on different themes of national integration, organising research and publication on such themes, holding

regional/zonal festivals of students through universities, organising cultural programmes and other similar activities.

8. Exchange of Delegation of Youth at International Level:

Such exchanges generally take place under the Cultural Exchange Programmes. Youth delegations are sent for participation in various meetings/seminars/conferences/camps at the invitation of foreign Government agencies. India has Cultural Exchange Programmes Joint Commission with 36 countries.

9. Youth Hostels:

Youth Hostels are built to promote Youth travel within the country. The construction of such Hostels has been conceived as a joint-venture between the Central and the State Government. While the Central Government bears the cost of construction, the State Government provides fully developed land free of cost with water and electricity, approach roads and staff quarters. They also bear the initial operation cost of the Hostel.

10. National Discipline Scheme:

On the decentralisation of National Fitness Corps (NFC) Scheme at the Centre, all the National Discipline Scheme (NDS) Instructors working under the NFC Scheme in schools in various States were absorbed in the respective State services. The Central Government is committed to meet the expenditure on the pay and allowances etc. of these instructors for so long as they remain in their services and pensionary liability afterwards as well as the expenditure on the house keeping staff appointed by the State Governments to maintain the service records of these instructors.

11. Assistance to Youth Clubs:

With a view to giving a new thrust to the Youth Movement in the country, the Scheme of Assistance to Youth Clubs was started by the Department in 1986-87. The Scheme has been revised during 1993-94 to compensate for inflation. It is being implemented through Nehru Yuva Kendra Sangathan and State Governments/Union Territories from the year 1993-94.

12. Training of Youth:

The scheme aims at motivating the youth through spread of knowledge by participating in training courses based on local needs and talents for promoting self-employment and better employment.

13. Special Scheme for Youth of Backward Tribes:

A special scheme for Promotion of Youth Activities among the Backward Tribes was initiated during the year 1990-91 in order to promote youth activities amongst the youth of backward tribes based on their needs and potential.

14. Rajiv Gandhi National Institute of Youth Development:

The Rajiv Gandhi National Institute of Youth Development has been set up at Sriperumbudur, Tamil Nadu. The Institute will act as an apex body for all youth related activities and will be responsible for training, documentation research and extension work.

15. National Youth Awards:

The National Youth Awards are given annually by the Department of Youth Affairs & Sports as part of the

observance of the National Youth Week to young persons in the age group of 15-35 years and to Voluntary Organisations to encourage a sense of responsibility to the community.

16. Awards to Outstanding Youth Clubs:

With a view to recognising the contribution of Youth Clubs and motivating them into more active participation in Nation building endeavours, this new scheme was introduced in 1992-93. The scheme is implemented at a three tier level i.e. District, State and National. At the National level there are three awards of Rs. 1 lakh, Rs. 50,000 and Rs. 25,000.

17. Exhibition for Youth:

This scheme aims at projecting and recognising the activities and contributions made by youth in various fields of National development. Under this scheme, exhibition can be held in folk dance, folk songs, paintings, art, etc. for which financial assistance is extended to NGOs., State Governments and other reputed agencies.

Sports and Physical Education**1. Sports Authority of India**

The Sports Authority of India (SAI) was established in 1984 as a Registered Society in pursuance of Government of India Resolution. Its main objective includes the effective and optimum utilisation of the various sports facilities created for the 1982 Asian Games held in Delhi and all matters pertaining to sports promotion and sports management. Its role was further expanded following the amalgamation of the society for National Institute of Physical Education

and Sports (SNIPES) in 1987 to include sports academies, training of coaches and physical education teachers, sports research and development.

The SAI has established six Regional Centres headed by Regional Directors with headquarters at Bangalore, Calcutta, Chandigarh, Delhi, Gandhinagar and Imphal. Two sub-centres at Guwahati under the North Eastern Centre and at Aurangabad, under the western Centre, are in process of being established.

2. Games and Sports in Universities and Colleges

This scheme aims at promotion of excellence in sports among the students of universities and colleges. The main three components of the scheme are being implemented through three different agencies. The University Grants Commission is utilising the larger share of funds under this scheme for providing assistance to universities/colleges for operation of sports infrastructure. Association of Indian Universities is being given grant under the scheme for organising inter-university tournaments, conducting coaching camps for participation of the Indian University teams in national and international tournaments and for awarding prize money to the winner university in the inter-university competitions. Grant is also given to SAI for awarding sports scholarship to talented sportsperson in universities and colleges.

3. Assistance to National Sports Federations

The Sports Federations are financially assisted for conducting National Championships, organising coaching camps for preparing teams and for participation of the teams in international

tournaments. Limited secretarial support is also given by way of reimbursement of salary of the paid Joint/Assistant Secretary of the Federation.

4. Creation of Sports Infrastructure

Availability of sports infrastructure in all parts of the country is an essential pre-condition for involving increasing number of people in sports activities. This scheme of grants for creation of sports infrastructure supplements the efforts of the State Governments by providing matching central assistance for creation of sports infrastructure like playfields, indoor/outdoor stadium, swimming pools, district level sports complex and State level sports complex.

5. Development of Play Fields and Purchase of Sports Equipment in Rural Schools

The Department operates a sub-scheme of financial assistance to rural schools under the main scheme of creation of sports infrastructure. Under this scheme a lumpsum grant of Rs. 1 lakh is provided to rural schools without any matching contribution from either the State Government or the school for development of playfields and purchase of non-consumable sports equipment or both. One rural secondary/senior secondary school in a community development block can be selected for assistance provided it has the potential to develop as a nodal sports centre in the block.

6. Scheme for Laying of Synthetic Athletic Tracks/Artificial Surfaces:

This Scheme was started in the VIIth Plan with the objective of making

available sophisticated facilities for practice and training to our national athletes. The Central assistance for synthetic track and synthetic hockey surfaces has been increased to Rs. 1.00 crore and for other surfaces it has been enhanced to Rs. 50 lakhs, while maintaining the Central share at 50% of the total cost of the project.

7. Sports Talent Search Scholarship Scheme:

The Sports Talent Search Scholarship Scheme was introduced in 1970-71. The Scheme provides facilities to talented young boys and girls studying at the secondary stage of education and proficient in sports to develop their talent in sports and to enable them to have nutritious diet during their studentship. Students are selected on the basis of sports competitions at National or State level. Scholarships are also provided to outstanding sportspersons at University and College level under NSO Programme and to Women under the programme of promotion of Sports and Physical Education amongst women.

8. Dr. B.R. Ambedkar Rural Sports Tournament:

A country wide programme of Rural Sports Tournament was launched in 1970-71 to encourage youth in rural areas to join the mainstream of the country's sports activities. Financial assistance is made available to the States @ Rs. 2000 per discipline upto 3 disciplines for each district level tournament and Rs. 10,000 per discipline for State level tournaments and Rs. 5,000 per Union Territory for each discipline upto five disciplines.

9. National Welfare Fund for Sportspersons:

The National Welfare Fund for Sportspersons and their families was

created in 1982 primarily to assist outstanding sportspersons of yesteryears, who had won glory for the country in sports, but are unfortunately now in indigent circumstances. This financial support is generally in the form of a monthly pension upto Rs. 1500. Lumpsum grants are also given for medical treatment. The sportspersons suffering grievous injury in the course of participation in sports events or during training are also helped.

10. Awards for Excellence

Rajiv Gandhi Khel Ratna Award:

The Scheme has been launched from the year 1991-92 with the objective of honouring sportspersons to enhance their general status and to give them greater dignity and place of honour in the society. Under this scheme, an amount of Rs. 1.00 lakh is given as award for the most spectacular and outstanding performance in the field of sports by an individual sportsperson or a team.

Arjuna Award:

The Arjuna Award was instituted in 1961 as the highest national recognition of distinguished sportspersons.

Cash Awards to Medal Winners in International Sports Events:

Special Cash awards ranging from Rs. 50,000 to Rs. 5.00 lakhs are being given since 1986 for winning medals in specified International sports events in all disciplines which are included in the Olympics, Asian and Commonwealth Games.

Dronacharya Award:

The Dronacharya Award was instituted in 1985 to honour eminent coaches who have successfully trained sportspersons or teams and enabled them to achieve outstanding results in international events during the 3 year preceding the award.

11. Travel Grant to Sports Specialists:

The scheme of Travel Grant to Sports Specialists' was introduced during the VII Five Year Plan in pursuance of the Resolution of National Sports Policy, 1984. The objective of the Scheme is to promote and encourage Research and Development in the field of Sports and Physical Education. Under this Scheme, the Department provides passage cost for international travel for attending important academic conference, etc.

12. Scheme of Scholarships for Training of Specialists and Outstanding Sportspersons in Sports/Adventure Abroad:

The purpose of this Scheme was to equip our sports coaches, physical conditioning experts, sports scientists and research experts with the latest techniques of training coaching and research so that in the years to come India could build a pool of experts who could impart training and handle national level athletes/sportspersons.

13. Exchange of Sports and Physical Education Team Expert:

International cooperation in the field of Sports and Physical Education took a big leap forward, providing the much

needed opportunities for foreign exposures to National Teams and obtaining the services of competent coaches/knowledgeable experts for coaching/training of the national teams. The process has been beneficial to our sportspersons.

14. National Sports Championship for Women:

The objective of the Scheme is to provide appropriate competitive exposure to sportswomen, an opportunity which is denied to them otherwise specially at grassroot levels. Under this scheme, financial assistance at pre-determined scale is given to the State Governments for conducting series of competitions from block levels to the national level. Over the years, the scheme has become quite popular and the number of women participants is on the increase.

15. N.C.C. Junior Division Troops in Public Residential/Central Schools:

The aims of NCC organisation is to impart training to the youth in schools and colleges so as to make them disciplined citizens of India. The organisation is jointly funded by Centre and States/UTs.

16. Promotion of Sports and Games in Schools through Prize Money:

This Scheme was introduced in 1986 with the objective of promoting sports in Schools. A Cash Prize of Rs. 10,000 each are awarded annually to Secondary/Higher Secondary Schools which win the district inter-schools tournaments conducted by the School Games Federation of India.

STATEMENT-II*Yearwise total allocations for major Schemes of Youth and Sports**(Rs. in lakhs)*

Sl. No.	Name of the Scheme	Revised Estimates 1992-93	Revised Estimates 1993-94	Budget Estimates 1994-95
A. Youth Welfare Schemes				
1.	National Service Scheme	1426.00	1572.00	1567.00
2.	Nehru Yuva Kendra Sangathan	1488.00	1620.00	1728.00
3.	Assistance to Voluntary Organisations	41.50	55.00	55.00
4.	Promotion of Adventure Activities & Establishment and development of Mountaineering Institutes	140.90 40.00	171.00 40.00	150.00 40.00
5.	Scouting and Guiding	100.00	104.00	92.00
6.	National Service Volunteers Scheme	225.60	260.50	250.00
7.	National Integration Programme	239.85	414.75	525.00
8.	Exchange of Delegation of Youth at International Level	25.00	26.00	40.00
9.	Youth Hostels	210.00	210.00	152.00
10.	National Discipline Scheme	965.00	969.00	966.00
11.	Youth Clubs	30.00	58.00	58.00
12.	Programme of Training of Youth	45.00	100.00	100.00
13.	Special Scheme for Promotion of Activities among the Youth of Backward Tribes	30.00	50.00	100.00
14.	Rajiv Gandhi National Institute of Youth Development	77.00	77.00	77.00
15.	National Youth Awards	12.0	12.0	12.0
16.	Awards to Outstanding Youth Clubs	40.0	40.0	40.0
17.	Exhibition for Youth	30.0	30.0	30.0

(Rs. in lakhs)

Sl. No.	Name of the Scheme	Revised Estimates 1992-93	Revised Estimates 1993-94	Budget Estimates 1994-95
B. Games and Sports				
1.	Sports Authority of India	3941.00	4380.00	3913.00
2.	Grants to Universities and Colleges	250.00	230.00	250.00
3.	Grants to Sports Federation	436.00	1560.00	985.00
4.	Development of Sports Infrastructure	624.00	730.00	750.00
5.	Incentives for Promotion of Sports Activities	250.00	225.00	300.00
6.	Laying of Synthetic Tracks/ Artificial surfaces	100.00	200.00	150.00
7.	Exchange of Sports & Physical Education Teams Experts	50.00	150.00	173.00
8.	National Sports Championship for Women & Promotion of Sports among Women	56.00	56.00	56.00
		3.00	3.00	3.00
9.	Grants of NIG Junior Division Troops in Public to Residential Schools/ Central Schools	19.00	19.00	19.00
10.	Sports Talent Search Scholarship Scheme	106.00	98.00	100.00
11.	Rural Sports Programme	53.00	25.00	100.00
12.	National Welfare Fund for Sportspersons	2.00	2.00	2.00
13.	Arjuna Awards	11.00	4.00	4.00
14.	Dronacharya Awards	6.00	2.00	2.00
15.	Travel Grants to Sports Scholars	1.00	1.00	3.00
16.	Scholarship for training of Specialists and Outstanding Sports-persons in Sports Adventure abroad	3.00	2.00	10.00

STATEMENT-III*Position Regarding evaluation of the Schemes of Youth and Sports*

Sl. No.	Name of Scheme	Result of evaluation done, if any
1.	Promotion of Adventure	No formal evaluation has been undertaken. However, the Scheme has been reviewed and revised in 1993 with the approval of Planning Commission and E.F.C. and enhanced rates of boarding and lodging and introduction of National Adventure Awards undertaken.
2.	Promotion of National Integration	No formal evaluation has been undertaken. However, the Scheme has been reviewed and revised in 1994 with the approval of Plan. Commission and E.F.C. and enhancement in rates of boarding and lodging, ceiling for participants have enhanced.
3.	Scouting and Guiding	Revision of the Scheme under process.
4.	Youth Hostel	No evaluation has taken place.
5.	National Youth Award	No formal evaluation has been undertaken. However, reviewed in consultation with Plan. Comm. in 1992. Rate of individual prize money has been enhanced.
6.	Training of Youth	The implementation of the Scheme in Haryana, Delhi and Rajasthan was evaluated during 1993-94 by Haryana Institute of Public Administration, Gurgaon. The draft report is being examined in the Department. Action will be taken only after receipt of final report from the Institute.
7.	Grants to State Sports Councils, etc.	Evaluated in May, 1992 by Rajendran Committee. The Scheme has been revised for incorporating the recommendations.
8.	Grants to Rural Schools for Purchase of non-consumable sports equipments and development of playground	Evaluated in May, 1992 by Rajendran Committee. Scheme revised to incorporate recommendation. Guidelines are yet to be worked out.
9.	Development of Games and Sports in Universities and colleges.	Evaluated in May, 1992 by Rajendran Committee. Follow up action in progress.

Sl. Name of Scheme No.	Result of evaluation done, if any
10. Support for supply and installation of synthetic playing surfaces.	Evaluated in May, 1992 by Rajendran Committee. The recommendations have been incorporated in the revised scheme.
11. Rural Sports Programme	Evaluated by Rajendran Committee in May, 92. Scheme of Central assistance to Rural nodal clubs has been incorporated in the revised scheme of Rural Sports Programme.
12. Incentive for promotion of Sports and Games in schools through Prize Money.	Evaluated by Rajendran Committee in May, 92. Scheme has been revised to incorporate the recommendation.
13. Promotion of Sports among women	Evaluated by Rajendran Committee in May, 92.
14. Sports Talent Search Scholarship	Evaluated by Rajendran Committee in May, 92.
15. Travel grant to Sports Scholars	Evaluated by Rajendran Committee in May, 92. The recommendations have been incorporated in the Scheme.
16. National Sports Talent Contest and other schemes of Sports Authority of India	Evaluated recently by M/s. Tata Consultancy Services. The report is under consideration of the Department.
17. National Service Scheme (NSS)	The Scheme was evaluated in the past by Regional Centres (TORCs), Delhi, Bombay, Narenderpur and Madras. The evaluation on all India basis is being currently conducted by Indian Institute of Public Administration (IIPA), New Delhi.
18. Nehru Yuva Kendra Sangathan	The scheme was evaluated in 1990-91 by the Planning Commission and the Report was favourable. The Report however did mention certain anomalies in terms of pay structure, regularization etc. which is being looked into in consultation with other Departments.

*[English]***Freight Traffic**

*310. SHRI TARIT BARAN
TOPDAR:
SHRIMATI MALINI BHATT-
ACHARYA:

Will the Minister of RAILWAYS be
pleased to state:

(a) the target of freight traffic
projected by the Railways for 1994-95;

(b) the percentage of this target
achieved during the first quarter of this
year;

(c) the total demand of wagons for
freight traffic; and

(d) the number of wagons allotted
to the different sectors against the
demand?

THE MINISTER OF RAILWAYS
(SHRI C.K. JAFFER SHARIEF): (a) 380
million tonnes for revenue earning traffic.

(b) Loading achieved was 99.8 per
cent of the proportionate target.

(c) and (d). The demands are
being met currently. The daily average
loading (BG) of important commodities
during the months of April-July has been
as under:

Commodity	Wagons per day
Coal	18,927
Raw material for steel plants	4,119
Pig iron and finished steel from steel plants	1,328

Commodity	Wagons per day
Iron ore for Export	1,405
Cement	3,114
Foodgrains	2,000
Fertilizers	2,087
P.O.L.	3,319
Balance other goods	4,536
Total Revenue earning freight traffic	40,835

As on 31.7.94, out of the demand
for wagon supply registered at the goods
sheds and at stations, 11,290 wagons on
BG and 3,583 wagons on MG were
outstanding.

*[Translation]***Agriculture Engineering Colleges**

*311. SHRI CHINMAYANAND
SWAMI: Will the Minister of AGRI-
CULTURE be pleased to state:

(a) the number of Agriculture
Engineering Colleges in the country, State-
wise;

(b) whether it is proposed to open
more such colleges during 1994-95;

(c) if so, the names of the places
selected for this purpose in each State;
and

(d) if not, the reasons therefor?

THE MINISTER OF AGRI-
CULTURE (SHRI BAL RAM JAKHAR):
(a) There are presently 17 Agriculture
Engineering Colleges in the country, 15
of which are under State Agricultural

University System. The State-wise number of Agricultural Engineering Colleges are given in *Statement* enclosed.

(b) Agricultural education and research is a State subject. It is for the State Governments to decide on opening of such colleges.

(c) The question does not arise.

(d) Question does not arise in view of what has been stated at (b) above.

STATEMENT

The State-wise number of Agricultural Engineering Colleges in India

Sl. No.	Name of the States	No. of Colleges
1.	Andhra Pradesh	1
2.	Bihar	1
3.	Gujarat	1
4.	Haryana	1
5.	Karnataka	1
6.	Kerala	1
7.	Madhya Pradesh	1
8.	Maharashtra	3
9.	Orissa	1
10.	Punjab	1
11.	Rajasthan	1
12.	Tamil Nadu	1
*13.	Uttar Pradesh	2
*14.	West Bengal	1

* One college in U.P. and one in West Bengal are outside the Agricultural University Systems.

[English]

Yashpal Committee Report

*312. SHRIMATI CHANDRA PRABHA URS:
SHRI MOHAN RAWALE:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government had invited comments from the States on the Yashpal Committee report;

(b) if so, the States which have agreed to comply with the recommendations of the above committee; and

(c) the steps proposed to be taken to reduce the load of books carried by the children?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) to (c). While forwarding the report of the National Advisory Committee on reduction of academic burden on school students, Prof. Yash Pal, the Chairman of the National Advisory Committee advised for wide-ranging debate thereon. This advice was endorsed in the 49th meeting of Central Advisory Board on Education (CABE) held on 15.10.93. In December, 1993, the copies of both the reports of Yash Pal Committee and the Group set up in the Ministry to examine the feasibility of Committee's recommendations were sent to the States/UTs urging them to hold workshops of experts, parents and teachers for discussing the reports and to send their views.

2. In the 50th meeting of the CABE held on 2.3.94, Education Ministers of States/UTs expressed broad agreement with the Committee's recommendations read with the suggestions of the Group.

3. The Yash Pal Committee has highlighted that rather than the physical load of school bag, it is the load of non-learning which is the real cause of concern. The major steps suggested to States/UTs for reducing academic burden on school students are:

- (i) Greater involvement of teachers in framing curriculum and preparation of textbooks at State/UT level.
- (ii) Amendment of School Education Acts or Rules of States/UTs for laying down norms for pre-schools.
- (iii) Abolition of tests/interviews for admission in pre-schools and discontinuance of textbooks and homework at pre-school stage.
- (iv) Abolition of home work and project work at primary stage.
- (v) Extensive use of audio-visual material and enforcing teacher-pupil ratio of 1 : 40.

Insurance Scheme

*313. SHRI BOLLA BULLI
RAMAIAH:
SHRI V. SREENIVASA
PRASAD:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are going to introduce an insurance scheme for the railway passengers;

(b) if so, the salient features of the scheme;

(c) whether it will also cover the passengers who travel in unreserved compartments;

(d) if so, the details thereof; and

(e) whether the Government propose to hike the railway fare as a result thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir. It has been introduced with effect from 1.8.1994.

(b) A *Statement* is attached.

(c) and (d). Yes, Sir. All valid ticket or pass holders are covered by the scheme.

(e) No, Sir.

STATEMENT

The salient features of the Railway Passengers Insurance Scheme are as under:

1. Under this scheme, Railways will pay compensation for loss of life or injuries to bonafide passengers holding tickets or pass including railwaymen on duty who become victims of untoward incidents such as terrorist acts, violent attack, robbery, dacoity, rioting, shoot-out or arson by any person in

or on any train carrying passengers, or in a waiting hall, cloak room or reservation or booking office or on any platform or in any place within the precincts of a railway station or the accidental falling of any passengers from a train carrying passengers.

2. However, no claim for loss of property shall be entertained on behalf of the claimants.
3. The same scale of compensation will be available under this scheme as is provided in the Railway Accident (Compensation) Rules, 1990. Under these rules the compensation in case of death or permanent disability is Rs. 2 lakhs, and in case of injuries the minimum compensation is Rs. 16,000 and the maximum is Rs. 1,80,000.
4. No compensation will, however, be payable in cases of suicide or attempted suicide, self-inflicted injury, his own criminal act, or any act committed in a State of intoxication or insanity or natural death or disease or medical or surgical treatment unless such treatment becomes necessary due to injury caused by the said 'untoward incident'.
5. The application for compensation will be adjudicated by Railway Claims Tribunal. Nineteen Benches of this Tribunal have been set up in different parts of the country. The decrees of the Railway

Claims Tribunal will be satisfied by the Zonal Railways after following the normal procedure.

Drip Irrigation System

*314. SHRI GABHAJI MANGAJI THAKORE:
SHRI TEJSINGHRAO BHONSLE:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have revised or propose to revise the existing policy regarding subsidy being provided for the promotion of drip irrigation system in the country;

(b) if so, the details thereof;

(c) the time by which final decision in this regard is likely to be taken;

(d) whether any State Government has approached the Union Government for restoration of old rates of subsidy in the centrally sponsored scheme for drip irrigation in horticulture;

(e) if so, the details thereof; and

(f) the final assistance provided for this purpose for the year 1994-95, State-wise?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAHKAR): (a) to (c). A proposal to revise the present subsidy structure under the centrally sponsored scheme of "Use of Plastics in Agriculture" for installation of drip irrigation for more than one hectare per beneficiary is under consideration of Government of India, and decision is likely to be taken shortly in this regard.

(d) and (e). Some States like Andhra Pradesh, Gujarat and Madhya Pradesh, have approached the Ministry for allowing subsidy for more than one hectare per beneficiary under the scheme.

(f) The State-wise details of the allocation for the year 1994-95 under the scheme is given in the enclosed *Statement*.

STATEMENT

Financial Outlays for Financial Year 1994-95

Sl. No.	State	Drip Installation Amount (in lakhs)	Drip Demonstration Amount (in lakhs)
Category A			
1.	Andhra Pradesh	456.00	12.00
2.	Gujarat	180.00	7.50
3.	Karnataka	495.00	10.50
4.	Maharashtra	702.00	30.00
5.	Tamil Nadu	372.00	10.50
	Sub total	2205.00	70.50
Category B			
1.	Haryana	42.00	3.00
2.	Himachal Pradesh	42.00	3.00
3.	Kerala	198.00	9.00
4.	Madhya Pradesh	117.00	6.00
5.	Orissa	249.00	10.50
6.	Punjab	33.0	3.00
7.	Rajasthan	66.00	3.00
	Sub Total	747.00	37.50
Category C			
1.	Uttar Pradesh	165.00	16.50
2.	Arunachal Pradesh	6.00	0.60
3.	Andaman & Nicobar	6.00	0.60

Sl. No.	State	Drip Installation Amount (in lakhs)	Drip Demonstration Amount (in lakhs)
4.	Assam	18.00	1.80
5.	Bihar	93.00	6.00
6.	Chandigarh	6.00	0.60
7.	Dadra & Nagar Haveli	6.00	0.60
8.	Daman & Diu	6.00	0.60
9.	Delhi	6.00	0.60
10.	Goa	6.00	0.75
11.	Jammu & Kashmir	39.00	8.00
12.	Lakshadweep	6.00	0.60
13.	Manipur	6.00	0.60
14.	Meghalaya	6.00	0.60
15.	Mizoram	6.00	0.60
16.	Nagaland	6.00	0.60
17.	Pondicherry	6.00	0.60
18.	Sikkim	6.00	0.60
19.	Tripura	6.00	0.60
20.	West Bengal	63.00	5.40
Sub Total		468.00	42.00
Grand Total		3420.00	150.00

Paddy Cultivation

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

(a) the total area of land under paddy cultivation in the country at present, State-wise;

(b) whether there is any shortfall in the area under paddy cultivation as compared to the last two years;

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

(d) the financial assistance provided to each State during the above period to bring more area under paddy cultivation?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): (a)

The total area of land under paddy cultivation in the country during 1991-92 to 1993-94, State-wise is given in the enclosed *Statement-I*.

(b) No, Sir.

(c) Does not arise.

(d) The financial assistance provided to various States under the Integrated Programme for Rice Development (IPRD) as central share during the last three years is given in the enclosed *Statement-II*.

STATEMENT-I

Estimates of Area under Rice from 1991-92 to 1993-94

State	Area (Thousand hectares)		
	1991-92	1992-93	1993-94
Andhra Pradesh	3936.1	3561.7	3273.0
Assam	2527.7	2522.6	2592.0
Bihar	5099.5	4383.2	5093.0
Gujarat	598.0	575.6	598.0
Haryana	640.0	703.0	756.0
Himachal Pradesh	83.3	81.9	90.0
Jammu & Kashmir	282.2	282.2	285.0
Karnataka	1268.8	1275.0	1287.0
Kerala	541.3	537.7	528.0
Madhya Pradesh	5131.5	5071.5	5003.0
Maharashtra	1572.4	1542.5	1543.0
Orissa	4547.9	4443.4	4571.0
Punjab	2074.0	2065.0	2065.0
Rajasthan	140.2	141.6	141.0
Tamil Nadu	2117.9	2272.8	2323.0
Uttar Pradesh	5413.1	5478.0	5323.0
West Bengal	5719.2	5768.2	5775.0
Others	956.0	931.0	956.0
All India	42649.1	41636.9	42202.0

STATEMENT-II

State-wise, year-wise allocations made under I.P.R.D. as Central Share for Implementation of the Scheme during 1991-92, 1992-93 and 1993-94

Sl. No.	State/UT	Funds Allocated (Rs. lakh)		
		1991-92	1992-93	1993-94
1.	Assam	565.00	154.83	141.24
2.	Bihar	1200.00	569.76	524.22
3.	Madhya Pradesh	1000.00	322.33	390.93
4.	Orissa	719.00	201.71	228.89
5.	Uttar Pradesh	1280.00	1252.50	1043.43
6.	West Bengal	1000.00	337.81	219.06
7.	Haryana	150.00	154.96	258.96
8.	Himachal Pradesh	40.00	15.60	20.88
9.	Jammu & Kashmir	20.00	21.09	22.98
10.	Karnataka	300.00	220.58	166.854
11.	Kerala	115.00	126.00	150.63
12.	Maharashtra	300.00	344.64	323.80
13.	Manipur	40.00	11.13	12.89
14.	Meghalaya	35.00	2.71	7.48
15.	Mizoram	20.00	18.30	19.51
16.	Nagaland	35.00	28.45	22.83
17.	Punjab	400.00	342.86	479.64
18.	Tamil Nadu	600.00	889.19	571.23
19.	Tripura	70.00	39.03	28.12
20.	Pondicherry	20.00	13.87	14.10
21.	Andhra Pradesh	940.00	831.34	846.10
22.	Arunachal Pradesh	30.00	12.91	9.67
23.	Goa	20.00	8.54	6.57
24.	Gujarat	150.00	117.15	119.54

Pollution in Industrial Areas

*316. SHRI S.M. LALJAN BASHA:
SHRI RAJENDRA
AGNIHOTRI:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Central Pollution Board has draw up a comprehensive time bound action plan for the control of pollution in fourteen polluted industrial areas out of twenty two critically polluted areas in the country;

(b) if so, the broad features of this plan;

(c) the details of these most polluted industrial areas; and

(d) the role assigned to the State Pollution Control Boards to check pollution?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Yes, Sir.

(b) The action plan specifies the activities to be initiated and the countries responsible to take the specific action in order to improve environmental quality in these fourteen industrial areas.

(c) The details of the identified critically polluted areas are:

1. Bhadravati (Karnataka)
2. Chembur (Maharashtra)
3. Digboi (Assam)
4. Govindgarh (Punjab)

5. Greater Cochin (Kerala)
6. Kale-Amb (Himachal Pradesh)
7. Parwanoo (Himachal Pradesh)
8. Korba (Madhya Pradesh)
9. Manali (Tamil Nadu)
10. North Arcot (Tamil Nadu)
11. Pali (Rajasthan)
12. Talcher (Orissa)
13. Vapi (Gujarat)
14. Visakhapatnam (Andhra Pradesh)
15. Dhanbad (Bihar)
16. Durgapur (West Bengal)
17. Howrah (West Bengal)
18. Jodhpur (Rajasthan)
19. Nagda-Ratlam (Madhya Pradesh)
20. Najafgarh Drain (Delhi)
21. Patancheru Bollaram (Andhra Pradesh)
22. Singrauli (Uttar Pradesh)

Action plans in respect of areas listed at 1 to 14 above have been prepared by the Central Pollution Control Board in consultation with the State Pollution Control Boards.

(d) The role assigned to the State Pollution Control Boards to check pollution include the following:

- (i) to implement the action plans.
- (ii) to monitor the ambient air, water, soil quality etc. to assess the progressive improvement of environmental quality in the problem areas.

- (iii) to suggest technical solutions for the effluent treatment and emission control wherever necessary in the problem areas.
- (iv) to direct the industries to comply with the prescribed standards on a time bound basis and to take legal action against the defaulting units including closure.
- (v) to amend and make the effluent and emission norms more stringent based on the carrying capacity of the problem areas.
- (vi) to initiate and to mobilise for the setting up of CETPs in the problem area wherever necessary.
- (vii) to organise scientific studies on the suitability of the application of the treated effluents on land for irrigation purposes.
- (viii) to identify suitable areas for disposal of hazardous solid wastes.
- (ix) to encourage the units to take up environmental auditing for self-assessment of various processes so as to prevent/reduce generation of waste and thereby saving the input costs.
- (x) to explore the possibility of using solid waste generated in the problem areas like using fly ash for stowing the abandoned mining areas or for brick manufacturing etc.

Ozone Fund

*317. SHRI D. VENKATESWARA
RAO:

SHRI SULTAN SALAHUD-
DIN OWAISI:

Will the Minister of ENVIRONMENT
AND FORESTS be pleased to state:

(a) whether India's help has been sought by top environmental groups to prevent the alleged selective deployment of the global ozone fund to further the commercial interests of industrialized countries;

(b) whether companies in industrialized countries are profiting from the ozone fund by offering substitutes for the ozone-depleting chemicals to the developing countries.

(c) whether the Centre for Science and Environment (CSE) New Delhi has asked India to use its place on the funding review panel to alter policies so that the fund is also used for indigenous research and development of substitute chemical; and

(d) if so, the Government's reaction thereto?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Sir, no communication has been received in this regard. However, Non-Governmental Organisations (NGOs) and representatives of many countries present in the tenth meeting of the Open Ended Working Group of the Meeting of Parties to the Montreal Protocol, held in Nairobi in July, 1994 had expressed their desire that the Steering Panel, supervising the review of

the Ozone Fund should consult the NGOs during the course of the review. India is represented in the Steering Panel.

(b) Many of the substitutes to ozone depleting chemicals are not available locally in most of the developing countries and to the extent of export, the companies in developed countries may profit.

(c) No such communication has been received from the Centre for Science and Environment.

(d) India is of the view that the enterprises in developing countries should make a well informed choice about the technology to substitute the ozone depleting substance (ODS) based plants and indigenous capability should be built.

[Translation]

Coarse Grains

*318. SHRI RAM PUJAN PATEL:
Will the Minister of AGRICULTURE be pleased to state:

(a) the broad details of Centrally sponsored scheme being implemented to increase the production of coarse grains in the country;

(b) the names of States which are implementing this scheme at present;

(c) since when this scheme has been in operation;

(d) the financial assistance provided under scheme during each of the last three years, State-wise; and

(e) the achievements made by the States after implementation of this scheme during the above period, State-wise?

THE MINISTER OF AGRICULTURE (SHRI BALRAM JAKHAR): (a) A Centrally Sponsored Scheme on Integrated Cereals Development Programme (ICDP-Coarse Cereals) is being implemented. The scheme is based on cropping system approach and is being implemented in 830 identified blocks. The scheme is being implemented on 75:25 sharing basis between Government of India and States.

(b) The scheme is being implemented in six States namely Gujarat, Karnataka, Western Madhya Pradesh, Maharashtra, Rajasthan (except Ganganagar district) and Sikkim.

(c) ICDP-Coarse Cereals is being implemented with effect from 1994-95. However, prior to this, the Central Sector Scheme on Special Foodgrains Production Programme (Maize and Millets) was implemented in fourteen States for increasing the production of coarse cereals in the country.

(d) The funds allocated to States under SFPP (Maize and Millets) during 1991-92, 1992-93 and 1993-94 are given in *Statement-I* attached.

(e) A *Statement-II* of production of coarse cereals for the last three years is enclosed herewith.

STATEMENT-I

*State-wise outlays under the SFPP-Maize and Millets during the last three years
i.e. 1991-92, 1992-93 and 1993-94*

(Rs. in lakhs)

Sl. No.	States	1991-92	1992-93	1993-94
1.	Andhra Pradesh	195.00	117.22	131.78
2.	Bihar	100.00	10.95	59.715
3.	Gujarat	140.00	93.34	166.163
4.	Haryana	35.00	18.76	21.93
5.	Himachal Pradesh	75.00	34.65	134.045
6.	Jammu & Kashmir	25.00	31.50	27.69
7.	Karnataka	300.00	180.24	211.208
8.	Maharashtra	300.00	664.34	358.058
9.	Madhya Pradesh	280.00	238.00	200.893
10.	Orissa	10.00	2.95	10.683
11.	Punjab	—	5.65	121.695
12.	Rajasthan	260.00	146.63	201.66
13.	Tamil Nadu	75.00	126.475	107.405
14.	Uttar Pradesh	205.00	91.32	120.746
Total		2000.00	1762.025	1873.671

STATEMENT-II

Production of Coarse Grains during 1991-92, 1992-93 and 1993-94

(In lakh tonnes)

State/UTs	1991-92	1992-93	1993-94 (Advance estimates)
1. Andhra Pradesh	16.57	19.81	20.04
2. Bihar	14.41	14.23	15.10
3. Gujarat	14.04	25.72	12.03

State/UTs	1991-92	1992-93	1993-94 (Advance estimates)
4. Haryana	5.09	9.69	5.11
5. Himachal Pradesh	6.28	6.92	6.76
6. Jammu & Kashmir	5.27	5.27	6.21
7. Karnataka	42.93	48.42	44.52
8. Madhya Pradesh	23.29	33.36	32.07
9. Maharashtra	47.07	90.83	80.22
10. Orissa	4.24	4.17	5.29
11. Punjab	5.05	5.61	4.80
12. Rajasthan	24.67	46.12	25.68
13. Tamil Nadu	13.18	14.38	15.98
14. Uttar Pradesh	33.59	41.78	36.58

Save Foodgrains Campaign

*320. SHRI VILASRAO NAGNATH-RAO GUNDEWAR: Will the Minister of FOOD be pleased to state:

(a) the broad details of the work undertaken under the Save Foodgrains Campaign during the last three years, year-wise and State-wise;

(b) the number of store-houses provided for preserving foodgrains and the amount of subsidy being provided for this purpose;

(c) whether any assessment of the success of the campaign has been made by some voluntary organisations; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) to (d). The details of the works undertaken by the 'Save Grain Campaign' during the last three years, year-wise and State-wise area covered by Save Grain Campaign teams are given in the enclosed *Statement*. The total number of non-metallic store-houses which were constructed/improved upon for preserving foodgrains at farm level during the last three years are 73642. For making improvement in the traditional grain storage structures and for construction Pacca Kothi, incentive of Rs. 300 per structure in the form of inputs, such as, metallic outlets, inlets, polythene sheet etc., are provided to the farmers. However, no subsidy is provided for this purpose. The work of Save Grain Campaign programmes had been evaluated by evaluation teams of Ministry of Food and the EEC Mission. The useful work done by Save Grain Campaign was generally endorsed on evaluation.

STATEMENT

Various works undertaken under save grain campaign during the last three years by save grain campaign teams

Sl. Location No. of SGC main team/sub-team	Area Covered by SGC main team/sub-team	Year	Works undertaken under Save Grain Campaign						
			State	Union Territory	Number of training courses organised	Number of villages covered	Number of film/slides arranged	Number of Small Scale Exhibitions arranged/participated	Construction/ improvement of non-metallic storage structures (Number)
1	2	3	4	5	6	7	8	9	10
1. Ahmedabad	Gujarat		Dadra & Nagar Haveli, Daman & Diu	1991-92 1992-93 1993-94	137 119 150	60 60 67	263 225 245	138 84 99	1756 2041 1814
2. Bangalore	Karnataka		—	1991-92 1992-93 1993-94	118 104 132	60 60 60	133 151 110	131 114 90	1443 1446 1457
3. Bhopal and Sub-team	Madhya Pradesh		—	1991-92 1992-93	189 176	97 96	246 246	181 170	2229 1804
4. Raipur	Madhya Pradesh			1993-94	223	96	342	152	2270
5. Bhubaneswar	Orissa		—	1991-92 1992-93 1993-94	105 105 111	60 71 61	104 104 106	117 119 73	1453 1769 1023

1	2	3	4	5	6	7	8	9	10
6.	Calcutta	West Bengal, Tripura & Sikkim	Andaman & Nicobar	1991-92 1992-93 1993-94	176 135 106	78 101 64	109 112 101	72 66 74	1686 1484 1573
7.	Chandigarh	Punjab, Himachal Pradesh Jammu & Kashmir	Chandigarh	1991-92 1992-93 1993-94	98 116 117	78 73 60	125 110 107	71 82 77	1441 1554 1536
8.	Guwahati	Assam, Manipur Nagaland, Meghalaya, Arunachal Pradesh & Mizoram		1991-92 1992-93 1993-94	109 104 104	42 60 60	127 106 134	67 60 78	640 1459 180
9.	Ghaziabad	Western Uttar Pradesh, Haryana and Delhi	—	1991-92 1992-93 1993-94	146 157 135	52 67 92	110 117 150	103 89 97	1885 1769 1508
10.	Hyderabad	Andhra Pradesh	—	1991-92 1992-93 1993-94	105 106 104	70 69 82	105 129 115	72 67 74	2268 1455 1802
11.	Jaipur	Rajasthan	—	1991-92 1992-93 1993-94	109 115 109	83 81 75	121 129 122	88 193 92	1631 1447 1478

1	2	3	4	5	6	7	8	9	10
12.	Lucknow and Sub team	Uttar Pradesh	—	1991-92 1992-93 1993-94	159 160 183	124 112 106	162 178 173	143 131 128	2598 2716 2930
13.	Varanasi								
14.	Madras	Tamil Nadu	Pondicherry	191-92 1992-93 1993-94	119 107 106	60 60 62	178 131 114	69 82 75	1641 1463 1661
15.	Patna	Bihar	—	1991-92 1992-93 1993-94	112 105 104	60 60 60	104 125 112	77 77 73	1524 1447 1488
16.	Pune	Maharashtra & Goa	—	1991-92 1992-93 1993-94	122 121 128	60 60 60	288 192 214	88 93 97	1176 1776 1540
17.	Trivandrum	Kerala	Lakshadweep	1991-92 1992-93 1993-94	54 50 50	36 39 38	50 48 48	46 37 42	1306 723 723

[English]

Dual Margin of Profit

2967. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Super Bazar and Kendriya Bhandar have quoted less margin of profits in tenders floated than otherwise charged by them from Government departments on items of stationery etc.;

(b) if so, the reasons for dual margin of profits;

(c) how much margin of profits have these institutions been charging from Government departments;

(d) the steps taken to charge only that margin of profit which they have quoted in tenders during 1994, with details of tenders and margin of profits charged by them;

(e) whether these institutions permit suppliers to get requirements of their items from branches/godowns;

(f) if so, the reasons therefor; and

(g) the steps taken to desist from the practice and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) Yes, Sir.

(b) to (d). In response to open tenders floated by Government offices and others, as a normal trading practice, competitive rates are quoted depending upon the volume of business and terms of payment. As regards the margin of profit, Super Bazar has reported that depending on the item and procurement cost, profit margin does not exceed 15%, while Kendriya Bhandar has reported that they charge margin not exceeding 9% on stationery items. Since these tenders are floated only for bulk suppliers, even with reduced margin, the overheads involved could be easily covered, which is not possible in case of counter sales where small quantities are sold. The details of the tenders are given in the *Statement* enclosed.

(e) to (g). In case of some items being supplied directly to their branches; mostly on consignment basis, such suppliers get requirements of those items directly from the branches. This facilitates quicker and timely deliveries of the items, particularly perishable ones and this also facilitates in replacement of old and damaged stocks. This is a normal trading practice and there is no proposal to discontinue the same.

STATEMENT**Super Bazar**

Sl. No.	Name of the Organisation	Date of Tender	Amount involved	Margin charged
1.	C.B.S.E.	11.11.1993	Rs. 29,49,000	3%
2.	Department of Education Old Secretariat	28.1.1994	Rs. 1,75,000	5%
3.	N.D.M.C.	6.4.1994	Rs. 1,75,874.80	7%

Kendriya Bhandar

Sl. No.	Department	Item	%age of margin quoted
1.	D.D.A.	Paper	5%
2.	Directorate of Education, Delhi	Paper	4%
3.	Directorate of Education, Delhi	Other Stationery	4%
4.	Directorate of Education, Delhi	Chairs	3.3%

Import of Seeds

2968. SHRI NAWAL KISHORE RAI:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether there has been considerable improvement in imports of various seeds on account of liberalisation policy;

(b) if so, the total quantity of various seeds imported and the foreign

exchange spent thereon during each of the last three years, country-wise and seeds-wise;

(c) whether highest yield seeds are available in the country;

(d) if so, the reasons for importing such seeds;

(e) whether any new or exotic pests have also been imported alongwith the seeds;

(f) if so, the details thereof in view of the earlier experience in importing wheat under PL 480;

(g) whether any responsibility has been fixed in this regard; and

(h) if so, the details thereof and if not, the steps being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):

(a) and (b). Yes, Sir. There has been a considerable improvement in the import of various seeds since 1991-92 as compared to preceding years. The quantity of seed imported during 1991-92, 1992-93 and 1993-94 was 428.390 metric tons, 148.082 metric tons and 1645,987 metric tons respectively.

Seeds of Sunflower, other Oilseeds, Vegetables like Cabbage, Cauliflower, Tomato, Ornamental plants, Watermelon and Coarse cereals have been imported from various countries like U.S.A., Australia, U.K., Italy, Sweden, Holland, Thailand, China and Japan.

(c) and (d). As a result of the research efforts of the public sector research, nearly 2000 varieties of various crops have been notified on the basis of superiority of yield and disease-resistance over existing varieties. The import of seed is intended to ensure access to the best seeds/planting material available anywhere in the World.

(e) The instances of any new or exotic pests coming along with imported seeds have not come to notice.

(f) to (h). Question does not arise.

Production Cost of Agricultural Products

2969. SHRI RAMA KRISHNA KONATHALA: Will the Minister of AGRICULTURE be pleased to state:

(a) the economic production cost of one tonne of rice, wheat, sugarcane, groundnut under different agricultural regions;

(b) the actual production cost of one tonne of rice, wheat, sugarcane and groundnut; and

(c) the inherent subsidies provided by the Government for one tonne of rice, wheat, sugarcane and groundnut?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) to (c). Under the Comprehensive Scheme for Studying the Cost of Cultivation of Principal Crops in India, estimates of cost of production of crops are worked out State-wise taking into account the paid-out costs and the imputed costs of owned inputs. The computation is based on actual cost incurred by the farmers exclusive of inherent subsidies.

The cost of production per quintal in respect of paddy, wheat, sugarcane and groundnut for important States for the latest available years is given below:

*Cost of Production of Paddy, Wheat, Sugarcane and Groundnut**(Rs./quintal)*

State	Paddy	Wheat	Sugarcane	Groundnut
Punjab	206.77 (1991-92)	210.41 (1991-92)	—	—
Haryana	241.09 (1991-92)	168.41 (1991-92)	23.03 (1990-91)	—
U.P.	177.26 (1989-90)	220.23 (1990-91)	2 2 (1990-91)	3 4
A.P.	216.13 (1990-91)	—	27.23 (1990-91)	589.23 (1988-89)
Maharashtra	—	—	21.12 (1990-91)	603.14 (1989-90)
Karnataka	184.08 (1989-90)	—	17.23 (1989-90)	547.82 (1989-90)
Orissa	173.59 (1990-91)	—	—	583.86 (1991-92)
Gujarat	—	—	—	492.77 (1989-90)

New Variety of Rice

2970. MAJ. GEN. (RETD.)

BHUWAN CHANDRA KHANDURI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Indian Council of Agricultural Research (ICAR), Hyderabad have developed experimental rice hybrids;

(b) if so, the details thereof including rice in yield per hectare;

(c) whether some of these varieties are proposed to be released for actual usage;

(d) if so, when and where and how much acreage is proposed to be covered;

(e) whether scientists have found any problem-areas in these new varieties; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). Yes, Sir. Twenty six hybrids were found promising with an increase in yield of more than a tonne per hectare over the best check.

(c) and (d). An early duration rice hybrid CRH-1 has been identified for release for Rayalaseema and Telengana

areas of Andhra Pradesh, Punjab and Southern Orissa. An area of about 5000 hectares is likely to be covered under hybrid rice in the States of Tamil Nadu, Karnataka, Andhra Pradesh, Punjab and Southern Orissa by the end of 1994.

(e) and (f). Seed yields are low under commercial seed production situations. Lack of adequate trained manpower for undertaking the hybrid seed production and maintenance of parental lines is the major constraint to desired advance in seed production programme.

Krishi Vigyan Kendras

2971. SHRI SHANTARAM POTDUKHE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government are providing any financial assistance to State Governments for Krishi Vigyan Kendras;

(b) if so, the details thereof; and

(c) the amount provided to each State during 1993-94 and allocation made for 1994-95, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) The Indian Council of Agricultural Research is providing financial assistance to various States for implementation of Krishi Vigyan Kendras. These are implemented by State Agricultural Universities, reputed Non-Government Organisations, ICAR Institutes and in Pondicherry and Mizoram by the State/ Union Territory Governments.

(b) and (c). Details are given in the *Statement* enclosed.

STATEMENT

State-wise Funds provided during 1993-94 and 1994-95 in respect of KVK Projects

(Rs. in lakhs)

Sl. No.	Name of the State	No. of KVKs	Sanctioned 1993-94	Budget 1994-95
1.	Andaman & Nicobar Islands	1	27.48	12.25
2.	Andhra Pradesh	14	354.37	198.34
3.	Assam	4	33.92	36.29
4.	Bihar	12	26.56	36.90
5.	Goa	1	11.25	11.10
6.	Gujarat	8	179.49	138.40

Sl. No.	Name of the State	No. of KVKs	Sanctioned 1993-94	Budget 1994-95
7.	Haryana	10	239.90	135.15
8.	Himachal Pradesh	4	90.02	53.90
9.	Jammu & Kashmir	2	45.01	26.95
10.	Karnataka	7	124.48	106.20
11.	Kerala	7	110.61	100.40
12.	Manipur	1	37.57	27.29
13.	Meghalaya	1	60.27	75.34
14.	Mizoram	1	22.92	16.89
15.	Madhya Pradesh	12	250.94	350.61
16.	Maharashtra	12	287.03	139.02
17.	Nagaland	1	16.92	11.29
18.	Orissa	9	175.60	259.39
19.	Pondicherry	1	12.60	11.35
20.	Punjab	7	153.11	125.90
21.	Rajasthan	28	722.01	428.62
22.	Sikkim	1	37.57	27.29
23.	Tamil Nadu	8	140.36	110.25
24.	Tripura	2	56.04	47.98
25.	Uttar Pradesh	26	625.94	456.89
26.	West Bengal	7	148.79	134.39
27.	Arunachal Pradesh	1	33.92	36.29

Assistance from Germany

2972. SHRI INDRAJIT GUPTA:
SHRI PRAMOTHES
MUKHERJEE:

(a) whether the Government have recently signed a Memorandum of Understanding with Germany for river cleanings, water treatment plants and other environment issues;

Will the Minister of ENVIRONMENT
AND FORESTS be pleased to state:

(b) if so, the details of field of activities to be undertaken in pursuance

to above MoU and funds to be made available by Germany for implementation of such projects; .

(c) whether any monitoring agencies have been comprehended for implementation of such MoU covered projects; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) During the visit of Dr. Klaus Topfer, Minister for Environment, Nature Conservation and Nuclear Safety of the Federal Republic of Germany to India in July, 1994, the subject of signing a Memorandum of Understanding on cooperation in Environmental Affairs between India and Germany was discussed.

(b) to (d). The detailed provisions, including monitoring of mechanism of the MoU will be subject to the final text to be agreed between the Government of India and the Government of the Federal Republic of Germany.

Stoppage of Trains at Raniganj

2973. SHRI HARADHAN ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to provide stoppage of Sipra Express, Chambal Express, Poorva Express and Kalka Mail at Raniganj; and

(b) if so, the details thereof?

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

(b) Does not arise.

Integrated Fisheries Project

2974. SHRI SANAT KUMAR MANDAL: Will the Minister of AGRI-CULTURE be pleased to state:

(a) whether the Integrated Fisheries Project (IFP) has switched over the commercial production with an eye on the overseas market to ease the financial burden on the Government;

(b) if so, the salient features of the exports programme drawn by it; and

(c) the outcome thereon?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCE AND MINISTER OF STATE IN THE MINISTRY OF AGRI-CULTURE (SHRI S. KRISHNA KUMAR): (a) No, Sir. However, fishery products worth Rs. 37.37 lakh have been exported in the past.

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

[Translation]

National Cooperative Development Corporation

2975. SHRI SURENDRAPAL PATHAK: Will the Minister of AGRI-CULTURE be pleased to state:

(a) the details of the proposals of various projects received by the National Cooperative Development Corporation from the Uttar Pradesh Government;

(b) the stage at which these proposals are pending; and

(c) the time by which decision is likely to be taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) to (c). According to the information furnished by the National Cooperative Development Corporation, 41 project proposals involving an amount of Rs. 3910.18 lakh received from the Government of Uttar Pradesh

are pending with them for release of funds. The details of these proposals are given in the enclosed *Statement*. The Board of Management of National Cooperative Development Corporation has taken a decision that no further financial assistance would be released to a State defaulting in repayment. Since Uttar Pradesh has defaulted in making repayments, these proposals will be considered after overdues are cleared by the Government of Uttar Pradesh.

STATEMENT

Details of Proposals of various Projects received by National Cooperative Development Corporation from the Government of Uttar Pradesh

(Amount Rs. in lakh)

Sl. No.	Activity	Pending No.	Sanctioned Amount	Pending No.	Sanctioned Amount	Remark
1.	Poultry activity	13	2132.78	—	—	—
2.	Distribution of marketing and inputs	—	—	11	24.00	—
3.	Development of Oilseeds	1	1143.00	—	—	—
4.	Development of Fruits and Vegetables	12	64.60	—	—	—
5.	Development of Fisheries	2	33.30	—	—	—
6.	Cooperative Sugar Factories	—	—	2	512.50	Additional information sought from State Govt.
Total		28	3373.68	13	536.50	

Sale of Eatable Items in Trains*[English]*

2976. SHRI GOVINDA CHANDRA MUNDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that sub-standard eatable items are being sold at high prices in trains and on stations by the contractors who are not having any licence in connivance with the Railway police;

(b) if so, whether the Government propose to check such sale by the said unauthorised contractors;

(c) if so, the details thereof; and

(d) the action proposed to be taken against such contractors and Railway employees involved therein?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (d). Unauthorised hawking/vending is a punishable offence under Section 144 of Railways Act, 1989. To check this menace, regular checks are conducted by railway officials with the help of Government Railway Police and Railway Protection Force personnel. Such offenders are dealt with in accordance with the Railway Act. The Railway and RPF employees and GRP personnel if found involved, are dealt with departmentally. During the period from April, 1993 to March, 1994, 57967 checks were conducted against unlicensed hawkers/vendors leading to prosecution of 18,157 persons, 2580 persons were sent to jail and Rs. 20.27 lakhs were realised as fine.

Gauge Conversion

2977. PROF. JITENDRA NATH DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether any steps are being taken for conversion of Siliguri to New Jalpaiguri railway line into a broad gauge one;

(b) if so, the details thereof; and

(c) if not, the reasons for not taking up conversion work in the Eastern and North Eastern Regions?

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

(b) Does not arise.

(c) Conversion work is in progress on several projects in the Eastern and N.E. Regions. Siliguri-New Jalpaiguri section will be considered for conversion in the next phase of the Action Plan taken up by this Ministry under Project Unigauge.

Rail Traffic

2978. PROF. SUSANTA CHAKRABORTY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Rail Traffic has come down from 65% in 1970-71 to about 45% in 1989-90 *vis-a-vis* corresponding increase in the road traffic;

(b) whether it has further come down in the year 1993-94;

(c) if so, the details thereof;

(d) the reasons for such drastic decline;

(e) whether the Government propose to take any concrete measures to reverse this trend; and

(f) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (c). Regular compilation of rail and road shares in total freight movement is not done. Last time these were compiled by the Steering Committee on Perspective Planning for Transport Development set up by Planning Commission which submitted its report in 1988, according to which Railways' share during the year 1970-71 was 69%. However, Economic Survey 1993-94 assesses the Railways' share of freight traffic to be around 40%.

(d) Transport is a derived demand. Railways are best suited for long distance bulk movement of traffic which is generally offered by Core sector industries. The actual performance, therefore, depends on traffic offering.

(e) and (f). Efforts are being made to capture the high rated traffic by adopting multi-modal concept using the services of Container Corporation of India Ltd.

[Translation]

Educational Technology and Classroom Projects

2979. SHRI N.J. RATHVA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the names of the States where educational technology and classroom projects have been launched during the last three years, year-wise;

(b) whether all the States have been covered under the said projects; and

(c) if not, the steps proposed to be taken by the Government to expand the said programmes all over the country?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (c). Under the Educational Technology Scheme, financial assistance is provided for purchasing Colour Televisions for Upper Primary Schools in States/UTs having facility of Educational Telecast and also for Radio-cum-Cassette Players in all the States/UTs.

Under the auspices of the Indo-US Sub-Commission on Education and Culture the CLASSROOM 2000+ project on a country-wide basis was launched. The project demonstrated the use of advanced technologies comprising live television lessons inter-faced with computer linked key pad response system phone-in facility in an interactive mode. Under this experimental project demonstration lessons in Physics and Mathematics at the higher secondary level in five Kendriya Vidyalayas located at Bombay, Calcutta, Madras, Hyderabad, Ghaziabad and Navyug School, New Delhi, were daily telecast from 3rd to 7th May, 1993. The live telecast was watched throughout the country. There is no proposal at present to expand this facility on a larger scale in the country.

[English]

**Ultadanga and Bidhan Nagar
Stations**

2980. SHRI HANNAN MOLLAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have taken any steps to provide suitable junction arrangement and transshipment facilities at Ultadanga and Bidhan Nagar Stations to reduce the hardship of passengers of Dum Dum, Kakurgachi, salt lake; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). Information is being collected and will be laid on the Table of the Sabha.

A.C. Sleeper Coach

2981. SHRI SOBHANADREESWARA RAO VADDE: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a long pending demand for attachment of one A.C. Sleeper coach to each of the Circar Express from Kakinada to Madras and Tirumaia Express from Visakhapatnam to Tirupathi;

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

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

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

(b) and (c). Railways have already decided to deploy A.C. 2nd sleepers on all long distance Mail/Express trains in a phased manner depending upon the availability of such coaches from Railways' Production Units.

[Translation]

Late Running of Trains

2982. SHRI SATYNARAYAN JATIYA: Will the Minister of RAILWAYS be pleased to state:

(a) the arrival and departure timings of the Up and Down trains enroute Ujjain station under the Western Railway;

(b) the position regarding the actual arrival and departure timings of these trains on 1.7.94, 5.7.94, 10.7.94, 15.7.94, 20.7.94 and 25.7.94 giving reasons for the late arrival and departure; and

(c) the measures taken by the Government to ensure their punctuality?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). A *Statement* is attached.

(c) Round the clock monitoring is done to ensure punctual running of these trains. All the avoidable factors within the control of Railways are eliminated by taking timely and suitable action.

STATEMENT

Sl. No.	Train Nos.	Scheduled	1.7.94	5.7.94	10.7.94	15.7.94	20.7.94	25.7.94
1.	1269 Express	a. 0440	0510	0505	0440	0635	0505	0640
		d. 0505	0535	0530	0505	0700	0535	0705
	1270 Express	a. 2250	0015	2345	2335	2320	0020	2320
		d. 2315	0040	0020	2355	2345	0045	2345
2.	9165 Express	a. 0540	0615	2100	0540	0610	0835	0610
		d. 0605	0645	2130	0605	0635	0900	0635
	9166 Express	a. 2020	2340	2320	0310	2350	0255	2230
		d. 2050	0015	0030	0350	0040	0325	2315
3.	2961 Express	a. 0805	0855	1255	1305	1005	0840	0840
		d. 0810	0900	1300	1310	1010	0845	084
	2962 Express	a. 2230	2230	2250	2250	2245	2230	2230
		d. 2235	2235	2255	2235	2250	2235	2235
4.	4006 Express	a. 0940	1800	1035	1010	1410	1020	0940
		d. 1000	1820	1115	1030	1430	1040	1000
	4005 Express	a. 1745	1825	1755	1915	0055	1835	2025
		d. 1805	1845	1815	1935	0115	1855	2045
5.	5045 Express	a. 1420	Not run	1640	Not	Not	Not	Not
		d. 1430		1650	run	run	run	run
	5046 Express	a. 0950	Not	Not	Not	Not	Not	1415
		d. 1010	run	run	run	run	run	1435

Sl. No.	Train Nos.	Scheduled	1.7.94	5.7.94	10.7.94	15.7.94	20.7.94	25.7.94
6.	8233 Express	a. 1720 d. 1735	1740 1755	1910 2010	1925 1940	2200 2215	1920 1935	1810 1825
	8234 Express	a. 1130 d. 1145	1250 1305	1315 1325	1320 1335	1530 1545	1255 1310	1230 1245
7.	7082 Express	a. 1825 d. 1840	Not run	Not run	Not run	Not run	1925 1940	Not run
	7081 Express	a. 0630 d. 0645	Not run	Not run	Not run	Not run	0630 0645	Not run
8.	4667 Express	a. 1630 d. 1645	1640 1655	1630 1645	1630 1645	1910 1925	2110 2125	1955 2010
	4668 Express	a. 1040 d. 1055	1135 1150	1125 1140	1050 1105	1330 1345	1540 1555	1820 Terminate at Ujjain
9.	1172 Express	a. 2135 d. 2155	2135 2155	Not run	Not run	2135 2155	Not run	Not run
	1171 Express	a. 0140 d. 0210	0240 0310	Not run	Not run	0240 0310	0700 0730	Not run
10.	85 Passenger	a. 1055 d. 1120	1055 1120	1140 1205	1130 1200	1125 1210	1145 1210	1055 1120
	86 Passenger	a. 1640 d. 1710	1830 1850	1845 1900	1750 1825	1735 1805	1830 1915	1720 1745
11.	141 Passenger	a. 1220 d. 1240	1230 1250	1315 1340	1420 1440	1355 1410	1230 1250	1220 1240
	142 Passenger	a. 1405 d. 1420	1530 1545	1405 1420	1538 1553	1425 1445	1635 1650	1640 1700

Sl. No.	Train Nos.	Scheduled	1.7.94	5.7.94	10.7.94	15.7.94	20.7.94	25.7.94
12.	89 Passenger	a. 2200 d. 0010	2225 0010	2200 0010	2200 0010	2230 0010	2230 0010	2230 0120
	90 Passenger	a. 0345 d. 0545	0535 0615	0505 0555	0510 0715	0545 0750	0445 0545	0445 0545
13.	87 Passenger	a. 1700 d. 1725	1700 1725	1810 1830	1710 1735	1700 1740	1700 1725	1700 1855
	88 Passenger	a. 1045 d. 1110	1200 1215	1045 1120	1045 1120	1055 1120	1045 1110	1045 1110

The main reasons for late arrival/departure of trains at Ujjain are signal failures, carriage and wagon defects, accidents, alarm chain pullings, equipment failures etc.

[English]

Train from Guwahati to Puri

2983. SHRI PROBIN DEKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to introduce a new direct train from Guwahati to Puri; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) There is no proposal at present.

(b) Does not arise.

IGNOU Study Centre at Tihar Jail

2984. SHRI R. SURENDER REDDY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether a study centre of Indira Gandhi National Open University (IGNOU) was inaugurated by him at the Tihar Central Jail during the last week of July, 1994;

(b) if so, the details thereof and the courses proposed to be offered at the study centre;

(c) the estimated expenditure to be incurred for running the centre;

(d) the response of the inmates of the jail to the gesture of IGNOU;

(e) whether the IGNOU propose to consider establishing such study centres

in the Central Jails of other metropolitan cities; and

(f) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) Yes, Sir.

(b) According to the information furnished by the Indira Gandhi National Open University, the Study Centres are generally established in the accommodation provided free of cost by a host institution. The University meets expenditure on furniture and audio/video equipment and books and reading materials.

These centres are manned by part-time staff and the remuneration is paid by the University. In the beginning of 1994, 19 students who included under trials and employees of Tihar Jail, enrolled in the IGNOU programmes. For their benefit, a study centre started functioning which was formally inaugurated on 28.7.1994. There is a proposal to offer the following programmes during 1995:

1. Bachelors' Preparatory Programme
2. Bachelor of Arts
3. Bachelor of Commerce
4. Certificate in Food & Nutrition
5. Diploma in Rural Development

(c) The average expenditure involved in the running of a Study Centre is about Rs. 1.5 lakhs on non-recurring items and about Rs. 80,000 per annum on recurring expenditure.

(d) For the session commencing in January 1995, 140 inmates of the prison and 111 other candidates, including Jail employees, have applied for admission to the IGNOU for the above programmes.

(e) and (f). A sub-centre under the auspices of a Study Centre in Bangalore has been functioning in the Central Jail, Bangalore since 1993. The entire expenditure on the sub-centre is met by the State Government of Karnataka. A proposal to set up a sub-centre at Sabarmati Central Jail in Ahmedabad is under consideration.

Global Bid

2985. SHRI SYED SHAHABUDDIN:: Will the Minister of RAILWAYS be pleased to refer to reply given to Starred Question No. 21 on 26.7.94 and state:

(a) the date, when global bids were invited;

(b) the number of bids received, tourist circuitwise, by closing date, 25th July, 1994;

(c) whether the Government have formulated a model contract for the purpose which is to serve as the basis for the bids and the subsequent contract;

(d) the brief particulars of the bidders; and

(e) the date by which the decision is to be taken for making the awards?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (e). Ministry of Railways invited global bids for ownership, marketing and management of Palace on wheels type Tourist Train on 5 Broad Gauge circuits through advertisements in news papers from 13.5.94 to 23.5.94. The basis for the bids including terms and conditions thereof were detailed in the 'Bid Document' which was made available to the prospective Bidders between the dates mentioned above on payment of a nominal fee. A total of 23 bids were received as detailed below:

Sl. No.	Name of the bidder	Name of the circuit for which applied
1. (i)	M/s. Sterling Holiday Resorts (India) Ltd., Madras	Delhi-Jaipur-Agra-Gwalior-Jhansi-Varanasi-Lucknow-Delhi
(ii)	M/s. Sahara India Savings & Investment Corpn. Ltd., Lucknow	"
(iii)	M/s. Indian Hotels Co. (The Taj Group of Hotels, New Delhi	"
(iv)	Eastwest Travels & Trades Links Ltd., New Delhi	"
(v)	The East India Hotels Ltd., Delhi	"
(vi)	Datavision Systems Pvt. Ltd., New Delhi	"

Sl. No.	Name of the bidder	Name of the circuit for which applied
2. (vii)	M/s. S.S. Patil, Secunderabad	Bombay-Aurangabad-Nanded Secunderabad-Hyderabad-Pune Bombay
(viii)	M/s. Sahara India Savings & Investment Corpn. Ltd., Lucknow	"
3. (ix)	M/s. Sahara India Savings & Investment Corpn. Ltd., Lucknow	Calcutta-(Howrah/Sealdah)-Gaya- Varanasi-Gorakhpur-Bhubaneswar- Puri-Calcutta
4. (x)	M/s. Rockland Leasing Ltd. New Delhi	Goa (Madgaon)-Mangalore-Mysore- Hospet-Bangalore-Goa (Madgaon)
(xi)	M/s. Patil Tours & Travels Pvt. Ltd., Secunderabad	"
(xii)	M/s. Metronax Cars & Bikes Ltd., Madras	"
(xiii)	M/s. Sahara India Savings & Investments Corpn. Ltd., Lucknow	"
(xiv)	M/s. Pan India Paryatan Ltd., Bombay	"
(xv)	M/s. Indian Hotels Co. (The Taj Group of Hotels), New Delhi	"
(xvi)	Eastwest Travels & Trade Links Ltd., New Delhi	"
(xvii)	The East India Hotels Ltd., Delhi	"
5.(xviii)	M/s. Goodwill Travel & Cargo, Madras	Bangalore-Mysore-Madras- Kodaikanal Road-Kanniya Kumari Trivandrum-Cochin-Mettupalayam Bangalore
(xix)	M/s. Patil Rail & Road Travels Pvt. Ltd., Secunderabad	"
(xx)	M/s. L.S. Patil, Secunderabad	"
(xxi)	M/s. Sterling Holiday Resorts (India) Ltd., Madras	"

Sl. No.	Name of the bidder	Name of the circuit for which applied
(xxii)	M/s. Metronax Cars & Bikes Ltd., Madras	"
(xxiii)	M/s. Sahara India Savings & Investment Corpn. Ltd., Lucknow	"

The bids would be finalised shortly.

Quota of Berth in Goa Express

2986. SHRI S.B. SIDNAL: Will the Minister of RAILWAYS be pleased to state:

(a) the present quota of Sleeper berths at Belgaum, Dharwad and Hubli stations in the Goa Express;

(b) the number of such berths at the above stations when the train was first introduced in 1990;

(c) whether the Government propose to increase this quota;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). The existing reservation quotas and the quotas available in 1990 at Belgaum, Dharwad and Hubli stations by Goa Express are as under:

Station	Existing quota	Quota in 1990
Belgaum	50 Genl. 4 RAC	44 Genl. 4 RAC
Dharwad	8	12
Hubli	32	32

(c) No, Sir.

(d) Does not arise.

(e) The existing quotas at these stations are considered adequate to cater to the present level of demand.

Foot Over Bridge at Alleppey Railway Station

2987. SHRI THAYIL JOHN ANJALOSE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to construct a foot-over bridge at Alleppey railways station in Kerala; and

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

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

(b) Within 94-95 financial year.

Misleading Advertisements

2988. SHRI JAGMEET SINGH BRAR: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether attention of the Government has been drawn to the news-item captioned "Censor Board for D.D., A.I.R." appearing in 'Times of India' dated May 9, 1994;

(b) if so, the facts in this regard;

(c) the response of the Government in the matter; and

(d) the measures proposed by his Ministry to check misleading advertisements?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) Yes, Sir.

(b) to (d). The said news item gives the details of suggestions made in a meeting between the Minister for Civil Supplies, Consumer Affairs and Public Distribution and Minister of State for Information and Broadcasting on the subject of misleading advertisements in electronic media. The main, suggestion was to generate awareness amongst consumers for protecting themselves against misleading advertisements.

According to one of the suggestions, Ministry of Civil Supplies, Consumer Affairs and Public Distribution will act as a nodal Ministry to receive complaints of misleading advertisements. It will scrutinise them and then forward to Ministry of Information and Broadcasting for necessary action. Ministry of Civil Supplies, Consumer Affairs and Public Distribution is also broadcasting weekly

programmes on All India Radio regarding rights of consumers. It is also giving financial assistance to the voluntary organisations for creating awareness among consumers about their rights.

[Translation]

**Wax (Lah) Research Institute,
Ranchi**

2989. SHRI UPENDRA NATH VERMA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Wax (Lah) industry of Chhota Nagpur of Bihar is on the verge of closure and if so, the facts thereof;

(b) whether the Wax (Lah) Research Institute at Namkoom, Ranchi is also on the verge of closure and the research work being made in the institute is equal to nothing;

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

(d) the steps being taken by the Government to revive this dying institute?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) No, Sir. The Lac Industry of Chhota Nagpur region of Bihar is growing and production of Lac has increased from 11,685 metric tonnes in 1992-93 to 20,520 metric tonnes in 1993-94.

(b) No, Sir. The Institute has made significant achievements in respect of

development of improved technologies for production, processing and utilisation of Lac.

(c) and (d). Question do not arise.

[English]

Birth Anniversary of Mahatma Gandhi

2990. SHRI PRAKASH V. PATIL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have formulated any special scheme to celebrate the 125th Birth Anniversary of Mahatma Gandhi at the national level;

(b) if so, the details thereof;

(c) whether the Government have constituted a Committee to chalk out programmes in this regard; and

(d) if so, the details and composition thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (d). A 103 Member National Committee, under the Chairmanship of the PM, has been constituted for the celebration of the 125th Birth Anniversary of Mahatma Gandhi. A copy of the list of Members of the National Committee is enclosed at *Statement-I*. Four Sub-Committees have also been set up for this purpose. A copy of the compositions of the Sub-Committees is also enclosed at *Statement-II*.

STATEMENT-I

List of Members of National Committee for Celebration of 125th Birth Anniversary of Mahatma Gandhi

1. Shri P.V. Narasimha Rao
2. Shri Arjun Singh
3. Shri B.N. Pande
4. Shri Sadiq Ali
5. Shri Surendranath Dwivedy
6. Shri Shivraj Patil
7. Shri S.B. Chavan
8. Shri Sitaram Kesari
9. Shri C.K. Jaffer Sharief
10. Shri K.P. Singh Deo
11. Shri Chandra Sekhar
12. Shri Krishan Kant
13. Shri V.P. Singh
14. Dr. A.R. Kidwai
15. Shri Baliram Bhagat
16. Shri Gulsher Ahmed
17. Shri Khurshid Alam Khan
18. Gen. K.V. Krishna Rao
19. Mohd. Shafi Qureshi
20. Shri P.K. Dave
21. Chief Minister of Gujarat
22. Shri Beant Singh
23. Shri Sharad Pawar
24. Ms. Jayalalitha
25. Shri Jyoti Basu
26. Shri K. Karunakaran
27. Shri Biju Patnaik
28. Shri Veerappa Moily

- | | |
|-----------------------------------|-----------------------------|
| 29. Shri Hiteshwar Saikia | 61. Dr. Usha Mehta |
| 30. Shri K. Vijaya Bhaskara Reddy | 62. Shri Radhakrishna |
| 31. Shri A.B. Vajpai | 63. Shri Kanakmal Gandhi |
| 32. Shri N.D. Tiwari | 64. Shri Amrut Modi |
| 33. Dr. Shankar Dayal Singh | 65. Shri Bal Vijay |
| 34. Shri Ram Niwas Mirdha | 66. Shri N. Radhakrishnan |
| 35. Shri S.K. Shinde | 67. Dr. Sugatha Kumari |
| 36. Smt. Vyjayanthimala Bali | 68. Dr. G. Ram Reddy |
| 37. Shri Sunil Dutt | 69. Shri Dwarko Sundrani |
| 38. Shri B.D. Jatti | 70. Prof. T.K. Unnithan |
| 39. Shri Farooq Abdulla | 71. Smt. Ela Bhatt |
| 40. Shri Vasant Sathe | 72. Prof. Ali Ashraf |
| 41. Shri H.K.L. Bhagat | 73. Shri K. Vishwanathan |
| 42. Smt. Mohsina Kidwai | 74. Dr. M. Aram |
| 43. Smt. Rajendra Kumar Bajpai | 75. Shri H.J.H. Taleyarkhan |
| 44. Shri Buta Singh | 76. Dr. P. Thirumal Rao |
| 45. Shri Nawal Kishore Sharma | 77. Prof. Ram Lal Parikh |
| 46. Shri G.K. Moopananar | 78. Shri Shashi Bhushan |
| 47. Shri Jitendra Prasad | 79. Justice Ranganath Misra |
| 48. Justice Mohd. Sardar Ali Khan | 80. Shri Ram Dhan |
| 49. Shri Prabodh Rawal | 81. Smt. Jayanti Patnaik |
| 50. Shri Siddhraj Dadha | 82. Shri Bunker Roy |
| 51. Shri Anil Bordia | 83. Smt. Sonia Gandhi |
| 52. Shri Viren J. Shah | 84. Shri Mohd. Yunus |
| 53. Dr. Santosh Goindi | 85. Acharya Ram Murti |
| 54. Dr. Devendra Kumar | 86. Shri Abid Hussain |
| 55. Kumari Nirmala Deshpande | 87. Shri Mahabir Prasad |
| 56. Shri Narayan Desai | 88. Shri L.C. Jain |
| 57. Shri Ravindra Verma | 89. Shri J.D. Sethi |
| 58. Shri S.K. Bandopadhyay | 90. Shri Ram Krishna Bajaj |
| 59. Dr. Sushila Nayar | 91. Shri Bhaskar Ghosh |
| 60. Dr. B.R. Nanda | 92. Smt. Kapila Vatsyayan |

93. Secretary, Department of Education
94. Shri P.N. Srinivasan
95. Prof. Jayapragasam
96. Dr. Shyam Shashi
97. Prof. Prem Narain Mathur

98. Shri Dharanidhar Das
99. Shri Ashok Vajpeyi
100. Shri N. Krishnan
101. Shri B.C. Bhagwati
102. Shri Mulayam Singh Yadav
103. Shri Moti Lal Vora

STATEMENT-II

Composition of Sub-Committees for the Celebration of the 125th Birth Anniversary of Mahatma Gandhi

I. Sub-Committee for Non-Governmental and Voluntary agencies:

- | | |
|------------------------|----------|
| (i) Shri Abid Hussain | Chairman |
| (ii) Shri Bunker Roy | Member |
| (iii) Shri Anil Bordia | Member |
| (iv) Shri M. Aram | Member |
| (v) Shri J.D. Sethi | Member |
| (vi) Smt. Ela Bhatt | Member |

II. Sub-Committee for Gandhian Institutions:

- | | |
|----------------------------|----------|
| (i) Shri B.N. Pande | Chairman |
| (ii) Shri Ravindra Verma | Member |
| (iii) Shri B.D. Jatti | Member |
| (iv) Dr. Farooq Abdulla | Member |
| (v) Smt. Nirmala Deshpande | Member |
| (vi) Smt. Usha Mehta | Member |
| (vii) Shri Buta Singh | Member |

III. Sub-Committee for International Activities:

- | | |
|------------------------------|----------|
| (i) Shri A.B. Vajpai | Chairman |
| (ii) Shri Vasant Sathe | Member |
| (iii) Shri N. Krishnan | Member |
| (iv) Shri Ram Reddy | Member |
| (v) Shri H.J.H. Taleyar Khan | Member |
| (vi) Dr. Dapila Vatsyayan | Member |
| (vii) Shri Mohammed Yunus | Member |
| (viii) Shri Ram Niwas Mirdha | Member |

IV. Sub-Committee for Governmental Activities:

- | | |
|--|----------|
| (i) Minister of Human Resource Development | Chairman |
| (ii) Shri Sita Ram Kesri | Member |
| (iii) Shri K.P. Singh Deo | Member |

(iv) Secretary, I & B	Member
(v) Secretary, Culture	Member
(vi) Secretary, Welfare	Member
(vii) Secretary, Expenditure	Member
(viii) Secretary, Education	Member

Sugar in Khandsari Units

2992. SHRI AMAR PAL SINGH:
Will the Minister of FOOD be pleased to state:

(a) whether the average recovery of sugar in Khandsari Units is estimated to be about 6.5% and with the use of vacuum pans the recovery may be raised upto an average of 9.5%;

(b) the estimated production of the Khandsari Units in the country, State-wise and how much this production can be raised if these units are allowed the use of vacuum pans; and

(c) the steps taken as yet and to be taken in future in this regard to eliminate the recovery loss?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) to (c). The average recovery of Khandsari units varies between 6-7% on cane.

However, if vacuum pan process is introduced, it may improve the recovery percentage of cane. Since licensing, pricing and distribution controls are applicable to vacuum pan process of manufacture of sugar, these would also become applicable to Khandsari units using vacuum pan process.

The licensing of Khandsari units is not controlled by the Central Government

and as such the production data of Khandsari units is not available.

The Committee constituted to formulate Development Programme for Sugar Industry for the 8th Five Year Plan in its report had recommended that the State Governments having concentration of Khandsari units should undertake R&D work for recovery improvement and may also extend due assistance to Khandsari units undertaking such modernisation productivity improvement programmes.

Jalianwala Bagh

2993. SHRI SHIV SHARAN VERMA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Jalianwala Bagh, a national monument continues to be neglected and desecrated and fast losing its importance; and

(b) if so, the measures being taken by the Government to protect it?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SEJJA): (a) No, Sir.

(b) Does not arise.

[Translation]

Agricultural Research and Development

2994. SHRI LALL BABU RAI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether huge amount is being spent on the agricultural research and development work being conducted by the Indian Council of Agricultural Research;

(b) if so, the details thereof;

(c) whether the Government are aware of the adverse reports made by World Bank regarding agricultural research and development;

(d) if so, the details thereof;

(e) whether the Comptroller and Auditor General has also made comments on the poor working of institutions under Indian Council of Agricultural Research; and

(f) if so, the reaction of the Government thereto and the steps being taken to improve their working?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). The Indian Council of Agricultural Research (ICAR) is an autonomous apex body at the National level, primarily for promotion of Science and Technology Programmes in the area of Agricultural Research and Education. Extension is limited to conducting field

demonstrations/trials, and as such the Council does not directly spend any amount on development work. The amount spent for Agricultural Research and Education by the Council during the last three years i.e. 1991-92, 1992-93 and 1993-94 is Rs. 325.22 crores, Rs. 364.00 crores and Rs. 451.18 crores respectively.

(c) No, Sir.

(d) Question does not arise.

(e) and (f). The Comptroller and Auditor General made certain observations on the functioning of the Institutions under the Indian Council of Agricultural Research during 1989-90 and 1990-91. In this connection it may be stated that the Council has an in-built mechanism for reviewing research projects through the recommendations of the Quinquennial Review Teams, suggestions of various other expert groups and recommendations of the ICAR Review Committee. Based on their comments remedial measures are initiated by the Council and timely actions are taken to overcome the constraints in the working of the Institutes.

[English]

Ban on use of Tobacco

2995. SHRI H.D. DEVEGOWDA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have assessed the impact of proposal regarding banning the advertisement of smoking likely to be implemented on tobacco growers of the country;

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

(c) the action proposed to be taken by the Government to protect the interest of the tobacco growers in the light of aforesaid proposal?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) and (b). It is too early to assess the impact of proposed restrictive legislation on tobacco growers. Tobacco Board of Ministry of Commerce has recommended to refer the proposed legislation to an Export Committee for a thorough examination.

(c) In view of harmful effect of use of tobacco, strategy of the Government will be to encourage only export-oriented varieties of tobacco which can provide foreign exchange. Simultaneously farmers are being advised to gradually switch over to the cultivation of other remunerative cash crops/medicinal plants.

[Translation]

Theft Incidents

2996. SHRI LALIT ORAON: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that there have been incidents of theft of iron-bars, sheets, sugar etc. continuously for the last ten years by breaking the railway wagons at Chobey Railway Station between Koderma and Gomoh Station in Bihar;

(b) whether the villagers have caught three trucks alongwith the material stolen in July, 1994 and filed an F.I.R. in this regard in Barkatta Police Station;

(c) if so, the details of the incidents of theft, looting taken place so far on this section; and

(d) the action taken so far by the Government to check it?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) There have been some stray incidents of theft of some booked consignments from Railway wagons at Chaubey Railway Station between Koderma and Gomoh Railway Stations in Bihar.

(b) and (c). Some villagers intercepted three trucks loaded with iron materials and also apprehended eight persons near Gangapanchu village under Police Station Barkatta in Hazaribagh District on 14.7.1994. The trucks alongwith the persons were handed over to the Barkatta Police Station where a case No. 41/94 under section 414/120(b) IPC has been registered by them. It has not yet been established that those iron materials were stolen from Railway wagons at Chaubey Railway Station. Details of the other incidents in between Chaubey and Kasauli Railway Stations for the last ten financial years are given below:

- (i) On 10.2.1987 there was a theft of 38 bags wheat in between Kasauli-Chaubey Railway Stations from running train. In this case 28 bags wheat were recovered with arrest of three criminals and RPF Post Gomoh registered a case No. 3(2)87 dated 10.2.1987 under section 3 RP(UP) Act.
- (ii) On 1.5.1988, three bags of salt were stolen from wagon at Chaubey Railway Station Yard. One bag of salt could be recovered with the arrest of one criminal. This refers to

RPF Post Gamoh case No. 1(5) 88 dated 1.5.1988 under section 3 RP(UP) Act.

often deputed from the headquarters to curb the theft and the criminals.

[English]

- (iii) On 10.3.1990, two bags of wheat were recovered which were suspected to have been stolen from wagon of Chaubey Railway Station Yard. In this case, GRP/Gamoh registered a case No. 12/90 dated 10.3.90 under section 379 IPC.

- (iv) On 7.1.1993, eight bags of wheat were stolen from a wagon attached to a running train in between Chaubey-Kasauli Railway Stations. Out of eight bags, seven bags were recovered. This case refers to GRP/Gamoh who registered case No. 1/93 dated 7.1.1993 under section 379 IPC.

- (v) On 28.12.1993, one bag wheat was stolen from a wagon attached to running train near east cabin. It was recovered with arrest of one criminal. In this connection, RPF Post Gamoh registered a case No. 48/93 dated 28.12.93 under section 3 RP(UP) Act.

(d) In order to contain crime against railway property, adequate measures like escorting of trains carrying valuable consignments as far as possible, intensive patrolling in the yards and over vulnerable sections, conducting raids on receivers of stolen property, deployment of crime intelligence staff are being undertaken by the RPF, the GRP and the local police at various levels to deal with the criminals and receivers of the stolen property. Surprise checks by special squads are

Regional Centres of University Grants Commission

2997. DR. K.D. JESWANI:
DR. SUDHIR RAY:
SHRI MOHAN RAWALE:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the names of four places where regional centres of the University Grants Commission are likely to be set up;

(b) whether the Government of Gujarat has requested to set up West Zone Regional Centre of the University Grants Commission at Gujarat; and

(c) if so, the action taken so far and the latest development made in the matter?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (c). In November, 1991, the Chief Minister of Gujarat had requested the Government of India to set up a regional office of UGC, at Ahmedabad or Gandhinagar. The matter was referred to UGC for consideration. According to the information furnished by the UGC, the Commission has decided to set up 5 regional offices of the UGC as follows:

1. Northern Region - Ghaziabad/Noida
2. Eastern Region - Guwahati

3. Central Region - Bhopal
4. Western Region - Pune
5. Southern Region - Hyderabad.

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

[Translation]

Railway Stations in Gujarat

2998. SHRI RATILAL VARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway stations in Gujarat where modernisation and expansion work has executed, separately, and the amount spent on this work during the last three years;

(b) the number of railway stations to be modernised and expanded during the current year; and

(c) the amount allocated for this purpose?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

[English]

Residential Schools for Girls

2999. DR. VISWANATHAM KANITHI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any proposal to set up more residential or semi-residential schools for girls students of vulnerable sections of society in the rural areas to promote female education;

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (c). There is no proposal with the Ministry to set up residential or semi-residential schools exclusively for girls. The basic responsibility of opening of girls schools is on the State/UT Governments. The role of the Central Government in promoting school education for girls is facilitative in nature. Under the scheme of Navodaya Vidyalayas residential and co-educational schools are being opened at the rate of one in each district of the country to provide quality education free of cost from class VI onwards to the children predominantly from rural areas. Sizeable number of girls, particularly from rural areas benefit from these schools.

Gauge Conversion

3000. SHRI DWARAKA NATH DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received the survey report for construction of Broad Gauge railway line from Lanka station to Badarpur junction in Assam;

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

(c) if not, the reasons for delay in implementation of the above project?

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

(b) and (c). The survey report has revealed that the line would require heavy investment and would be grossly unremunerative. In view of this it has not been found feasible to take up this work.

Coupon System at Reservation Centres

3001. SHRI CHHEDI PASWAN:
Will the Minister of RAILWAYS be pleased to state:

(a) whether coupon system being followed at reservation centres in Delhi has been discontinued; and

(b) if so, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) The token system which was in existence in IRCA Reservation Office, Delhi has been discontinued.

(b) Token system was discontinued following receipt of complaints of misuse of tokens by anti-social elements.

Oil Seeds/Pulses Cultivation

3002. SHRI ZAINAL ABEDIN:
SHRI RUPCHAND PAL:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether any study with regard to the potential for oilseeds and pulses cultivation in non-traditional areas has been conducted;

(b) if so, the details of the plan chalked out in this regard;

(c) the areas identified so far; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). No such study has been done to assess the potential for Oilseeds and Pulses cultivation in non-traditional areas. However, experts of the Ministry of Agriculture in consultation with the Officers of the concerned State Department of Agriculture, have identified some non-traditional areas for promoting the cultivation of oilseeds and pulses.

(c) and (d). The crop-wise potential areas are as follows:

Oilseeds

- (i) **Soyabean:** In the States of Madhya Pradesh, Maharashtra, Rajasthan, Uttar Pradesh, Andhra Pradesh, Karnataka, Tamil Nadu, Orissa and North Eastern Hill States as Kharif crop.
- (ii) **Groundnut:** In the States of Andhra Pradesh, Maharashtra, Orissa, Tamil Nadu, Karnataka, Gujarat, West Bengal, Assam and Bihar as Rabi crop.
- (iii) **Sunflower:** In Kharif fallows in the States of Andhra Pradesh, Karnataka, Maharashtra, Tamil Nadu and Madhya Pradesh and as Summer crop in Punjab, Haryana and Uttar Pradesh.

Pulses

- (i) **Arhar:** Popularisation of short duration varieties of Arhar in

Arhar-wheat rotation in the State of Uttar Pradesh, Punjab, Haryana, Madhya Pradesh and Maharashtra. As a Rabi crop in Bihar, Gujarat and Orissa.

- (ii) **Moong, Urad:** As summer crop after the harvest of rabi crops in Uttar Pradesh, Bihar, Orissa, West Bengal, Madhya Pradesh, Andhra Pradesh, Haryana and Punjab and in Rabi season in rice fallows in Andhra Pradesh, Karnataka, Tamil Nadu and Orissa.

[Translation]

Non-Stop Rajdhani Express

3003. SHRI MOHAMMAD ALI ASHRAF FATMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to introduce non-stop Rajdhani Express trains;

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

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

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Not for the present, Sir.

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

[English]

Electrical Multiple Unit

3004. SHRI BASUDEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have introduced mainline electrical multiple units in Asansol-Burdwan Section of the Eastern Railway;

(b) if so, the details thereof;

(c) whether the Government propose to have similar railway services in other sections also; and

(d) if so, the time by which it is likely to be implemented?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). Yes, Sir. A total of 4 pairs of mainline EMU services have been introduced on Asansol-Durgapur-Bardhaman section of Eastern Railway w.e.f. 11.7.94 on experimental basis.

(c) and (d). Introduction of similar services on other sections depends upon the results of the above trial runs.

[Translation]

Sunflower Cultivation

3005. SHRI CHINMAYANAND SWAMI: Will the Minister of AGRICULTURE be pleased to state:

(a) the names of research centres engaged in research work to improve the production and quality of sunflower oil; and

(b) the progress made by these centres so far in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE:

CULTURE (SHRI S. KRISHNA KUMAR):

(a) Seven research centres of All India Coordinated Research Project attached with concerned universities are engaged in research work on sunflower improvement. They are at Amreli, Bangalore, Akola, Latur, Semiliguda, Sriganaganagar and Coimbatore.

(b) Latur Centre of Maharashtra has been able to develop two high yielding hybrids, LDMRSH-1 and LDMRSH-3. These hybrids have been recommended for cultivation in Maharashtra State. The Bangalore centre has developed a hybrid KBSH-1 which has been found suitable for the whole country. Amreli centre has contributed a variety GAUSUF-15 which has been identified during the last workshop. Other centres are also engaged in the work of improvement of sunflower for their respective regions. Besides developing hybrids and varieties, suitable plant types of sunflower have also been identified for inter-cropping with cereals and non-cereals in different States. Some of the most useful and remunerative cropping systems identified with sunflower are sunflower + pigeonpea, sunflower + groundnut, sunflower + soyabean, sunflower + Urdbean, sesame + sunflower and Niger + sunflower.

[English]

Sports as Compulsory Subjects in Schools

3006. DR. SUDHIR RAY:
SHRI TEJSINGHRAO
BHONSLE:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have accepted the recommendations of the K.P. Singh Deo Committee on sports and games as compulsory subjects in schools;

(b) if so, whether the Government have allocated more funds during the current year for promotion of sports at school level to each State;

(c) if so, the details thereof;

(d) whether the Government have started any pilot projects in this regard in selected areas; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): (a) Yes, Sir.

(b) No, Sir.

(c) Does not arise.

(d) and (e). Action has been initiated to introduce physical education and sports in Kendriya and Navodaya Vidyalayas.

Fishing Harbours/Landing Centres

3007. SHRI N. DENNIS: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to provide fishing harbour and fishing landing facilities along the west coast, particularly in Tamil Nadu to protect the fishing activities of the fishermen of this area;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR):

(a) and (b). Yes, Sir. Government of India have sanctioned Fishing Harbours and Fish Landing Centre facilities along

the West Coast. A *Statement* showing these projects under construction is enclosed. For the West Coast of Tamil Nadu, the State Government, in consultation with Central Institute of Coastal Engineering for Fisheries, Bangalore have prepared a programme to carryout initial investigation for exploring the possibilities of developing a fishing harbour at Colachal.

(c) Does not arise.

STATEMENT

Fishing Harbours and Fish Landing Centres under Construction of the West Coast

State	Fishing Harbours	Fish Landing Centre
Gujarat	1. Jakhau	1. Port Onjal 2. Port Rajpara 3. Navabandar 4. Magod Dungari 5. Dholai 6. Chorwad
Maharashtra	1. Sassoon Dock (Bombay)	1. Sarjekete
Karnataka		1. Kodibengre
Kerala	1. Cochin Stage-II 2. Vizhinjam Stage-III 3. Puthiappa 4. Thangassery 5. Munambam 6. Mopla Bay 7. Kayamkulam (Construction is to be taken up only after acquisition of land)	1. Chettuval 2. Chalil Gopalapettah 3. Arthungal 4. Quilandy 5. Kattoor-Pollathai (Construction to be taken up only after acquisition of land) 6. Punnappa (Construction is to be taken up only after acquisition of land)

[Translation]

New Zonal Railway in Bihar

3008. SHRI RAM TAHAL CHOUDHARY: Will the Minister of RAILWAYS be pleased to refer to the reply given to USQ No. 226 on 22nd February, 1994 regarding creation of new zones in Bihar and state:

(a) whether the proposal for creation of new zones and divisions in Bihar has been finalised;

(b) if so, the details thereof; and

(c) the time by which the decision in the matter will be taken up?

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

(b) Does not arise.

(c) The matter relating to creation/re-organisation of zones is presently under study and examination and a final decision will be taken after the study is completed.

Uniform Prices of Oilseeds

3009. SHRIMATI BHAVNA CHIKHLIA:
SHRIMATI SHEELA GAUTAM:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether there is a proposal to keep the uniformity in the prices of oilseeds for their use in sowing in all the States/Union Territories;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) The uniform price of breeders seed of oilseeds have been fixed and the seeds of different crops and varieties are supplied to the State Governments, State Seeds Corporation and other seed multiplying agencies at a fixed price.

(b) and (c). The crop-wise price of breeders seed fixed for the year 1994-95, is given below:

Crop	Sale Price of breeder seed in Rs./Qtls.
1. Groundnut	3000.00
2. Soyabean	3630.00
3. Sunflower Hybrid (Male)	5400.00
(Female)	8250.00
4. Sunflower Variety	4700.00
5. Castor Hybrid (Female)	10890.00
(Male)	5940.00
6. Castor Varieties	3140.00
7. Sesamum	7100.00
8. Niger	5500.00
9. Rapeseed & Mustard	4130.00
10. Safflower	3300.00
11. Linseed	2890.00

[English]

Reservation of Backward Classes

3010. SHRI MUHI RAM SAIKIA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Kendriya Vidyalaya Sangathan has identified/received list of other Backward Classes who are to be given 27% of reservation in recruitment for the posts advertised recently;

(b) if so, the details of such classes, State-wise;

(c) whether reservation is not available to OBCs in recruitment to the post of PGT; and

(d) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). Kendriya Vidyalaya Sangathan is following the instructions issued by the Government of India in the matters of reservation for other Backward Classes for various posts.

(c) Reservation is available to other Backward Classes in recruitment to the post of PGTs.

(d) Does not arise.

Natural Calamity Relief Fund

3011. SHRI A. ASOKARAJ: Will the Minister of AGRICULTURE be pleased to state:

(a) the names of the States where Natural Calamity Relief Funds have been set up for relief works to be operated by the State Government during the occurrence of natural calamities;

(b) the amount provided by the Union Government to these States under this Fund during the last three years;

(c) whether the amount being paid to the States under this fund is sufficient; and

(d) if not, the action being taken by the Union Government to increase the same?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) Calamity Relief Funds have been constituted for all the States with effect from 14.4.1990 for undertaking relief operation in the wake of occurrence of natural calamities. This fund is contributed by the Central Government and the State Governments in the ratio of 3 : 1.

(b) Details of Central share of Calamity Relief Fund released to these States during the last three years i.e. from 1991-92 to 1993-94 are given in the *Statement* enclosed.

(c) and (d). The annual allocation of the Calamity Relief Fund to various States has been fixed on the recommendations of the IX Finance Commission. The Commission had taken into account the average of ceiling of expenditure approved by Government of India for relief operations during the ten years 1980-89. The X Finance Commission is reviewing the existing scheme for financing relief expenditure including the Calamity Relief Fund allocations to the States.

STATEMENT*Details of Central Share of Calamity Relief Fund released*

(Rs. in crores)

Sl. No.	State	1991-92	1992-93	1993-94
1.	Andhra Pradesh	49.21	49.2100	49.2100
2.	Arunachal Pradesh	1.50	1.5000	1.5000
3.	Assam	22.50	22.5000	22.5000
4.	Bihar	26.52	39.3750	26.2500
5.	Goa	0.75	0.7500	0.7500
6.	Gujarat	63.75	63.7500	63.7500
7.	Haryana	12.75	12.7500	19.1250
8.	Himachal Pradesh	13.50	13.5000	16.8750
9.	Jammu & Kashmir	9.00	13.5000	4.5000
10.	Karnataka	20.25	30.3750	20.2500
11.	Kerala	23.25	34.8750	11.6250
12.	Madhya Pradesh	27.75	27.7500	27.7500
13.	Maharashtra	33.00	33.0000	66.0000
14.	Manipur	0.75	0.7500	0.7500
15.	Meghalaya	1.50	1.5000	1.5000
16.	Mizoram	0.75	0.7500	0.1250
17.	Nagaland	0.75	0.7500	0.7500
18.	Orissa	29.78	29.8700	29.7800
19.	Punjab	21.00	12.0000	31.5000
20.	Rajasthan	93.00	93.0000	93.0000
21.	Sikkim	2.25	2.2500	2.2500
22.	Tamil Nadu	29.25	43.8750	29.2500
23.	Tripura	2.25	2.2500	2.8125
24.	Uttar Pradesh	67.50	122.5800	39.9600
25.	West Bengal	30.00	30.0000	30.0000
Total		581.24	691.3200	592.7625

**Special Foodgrains Production
Programme - Maize and Millets**

3012. SHRI ASHOK ANANDRAO DESHMUKH: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Special Foodgrains Production Programme-Maize and Millets is under implementation in the selected districts;

(b) if so, the details of the programme and names of States which this programme is being implemented; and

(c) the performance of the programme so far especially in Maharashtra?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) No, Sir. However, a Centrally Sponsored Scheme on integrated Cereals Development Programme - Coarse Cereals is being implemented in identified blocks of six States.

(b) The emphasis under ICDP-Coarse Cereals is laid on overall improvement in productivity *vis-a-vis* production of cereal crops the coarse cereals based cropping system areas of the six States viz. Gujarat, Maharashtra, Karnataka, Western Madhya Pradesh, Rajasthan (except Ganganagar district) and Sikkim. The salient features of the scheme include propagation of improved crop production technologies, encouraging use of organics, replacement varieties and propagation of improved germplasms, improving the resource base of farmers, promoting sense of competition etc.

(c) Maharashtra State has been allocated a sum of Rs. 500.10 during

1994-95 and the implementation of programme till date is reported to be satisfactory.

Palakkad Railway Station

3013. SHRI V.S. VIJAYA-RAGHAVAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the work of covering over platforms 3 and 4 in Palakkad Railway Station in Kerala has been completed;

(b) if not, the reasons for the delay;

(c) whether work of providing cement concrete apron on platform 3 has been started; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). The work of provision of cover over platform no. 3 and 4 at Palakkad Railway Station, is in final stages of completion and is targetted for 30.9.1994.

(c) and (d). The work of provision of cement concrete apron on platform no. 3 at Palakkad Railway Station has been recently included in the Works Programme for 1994-95. The work will be taken up for execution on completion of necessary formalities and after the cessation of rainy season in the area.

[Translation]

Sugarcane Cultivation

3014. SHRI PHOOL CHAND VERMA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there is a continuous decline in the cultivation, production of sugarcane for the last four years;

(b) if so, the extent to which it has been declined against the target fixed for the above period;

(c) the reasons therefor; and

(d) the specific steps being taken or proposed to be taken by the Government to encourage the sugarcane cultivation?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) No, Sir.

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

(d) In order to increase the production of sugarcane the Government has been raising the Statutory Minimum Prices (SMP) for sugarcane every year. Besides, the Government is also undertaking developmental programmes for increasing the production and productivity of sugarcane in various States.

Import of Edible Oils under OGL

3015. SHRI GUMAN MAL
LODHA:
SHRI NAWAL KISHORE
RAI:
SHRI BRAJA KISHORE
TRIPATHY:

Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government have taken a decision to facilitate the imports of edible oils by bringing it under the Open General Licence Scheme;

(b) whether the prices of these oils in international market have increased due to which these oils cost more in comparison to the indigenous oils;

(c) whether in addition to the prices of oils, the Government are bearing the cost of its transportation;

(d) the estimated cost of palm oil then it reaches in the country;

(e) whether prices of edible oils have come down after making an announcement to facilitate the import of these oils; and

(f) if so, the extent thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) Import of 'edible vegetable palmolein oil' has been allowed under the Open General Licence (OGL).

(b) While there has been an upward trend in the international prices of palmolein in the recent months, the end retail prices of the palmolein imported by Government for supply under PDS is still lower than the open market prices of most varieties of indigenous edible oil.

(c) Government is importing edible oil for supply to consumers under Public Distribution System. The oil imported on Government Account is allocated to States/UTs at uniform Central Issue Prices

which includes the element of transportation upto the stipulated delivery point.

(d) The State Trading Corporation has contracted for import of edible vegetable palmolein oil at an average price of around US \$ 556 (CIF) per tonne for July to September, 1994 shipments which is inclusive of carriage insurance and freight charges.

(e) and (f). During the period April to July, 1994 the Wholesale Price Index of major edible oils showed a variation ranging between -2.5% in respect of coconut oil and 8.8% in respect of Groundnut oil. The variation in the corresponding period of 1993 was between -9.6% in respect of coconut oil and 11.6% in respect of Groundnut oil.

Chhitauni Bridge

3016. SHRI KAMLA MISHRA MADHUKAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the construction work on Chhitauni bridge is not in progress as per its schedule;

(b) if so, the reasons therefor; and

(c) if not the time by which the work is likely to be completed?

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

(b) Due to co-sharers, viz., Ministry of Water Resources and Government of Uttar Pradesh and Bihar not coming forth with their shares as per originally approved programme.

(c) Depends on the co-sharers paying their share of cost.

Sugarcane Procurement Centres

3017. SHRI CHHITUBHAI GAMIT: Will the Minister of FOOD be pleased to refer to the reply given on March 1, 1994 to Unstarred Question No. 1048 regarding sugarcane procurement centres in Gujarat and state:

(a) whether the requisite information has been collected so far;

(b) if so, the details thereof; and

(c) if not, the reasons for delay?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) Yes, Sir.

(b) State Government has informed that no Sugarcane Procurement Centres have been set up in Gujarat. All sugar factories in Gujarat are in the Cooperative sector. They give plantations to their members according to their capacity and requirement and get the sugarcane for crushing. The farmer-members sell their sugarcane direct to the sugar factories and get remunerative prices.

(c) Does not arise.

Cotton Price

3018. SHRI NARAIN SINGH CHAUDHARY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether cotton crop has been sold in the country at three times higher prices than the minimum support price during the last year;

(b) whether only the businessmen have derived full benefit from it;

(c) whether cotton growers have been discouraged by it and there is no justification for fixing the minimum support price; and

(d) if so, the measures taken by the Government to ensure payment of remunerative price of cotton to the growers during the current year and to protect the growers and consumers from exploitation of the businessmen?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) The highest wholesale prices of different varieties of cotton during 1993-94 (upto July, 1994) quoted in different markets were higher by 1.6 to 2.4 times than the minimum support prices fixed by the Government.

(b) In a regime of rising prices of cotton it is both the growers and traders who derive the benefit.

(c) The policy of minimum support price pursued by the Government over the years has proved to be beneficial to cotton growers in realising a higher return from their produce. This in turn has helped them in increasing the cotton production through increase in per hectare yield.

(d) While fixing the minimum support prices, the Government takes into account the interests of both growers and consumers. In order to ensure payment of remunerative price of cotton to the growers, the Cotton Corporation of India has been directed to undertake price support operations in case prices fall below the minimum support price level.

[English]

Financial Assistance to Artists

3019. SHRI PARASRAM BHARDWAJ: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether under the centrally sponsored Scheme, the Government offer financial assistance to professional groups and individuals in the field of performing arts; and

(b) if so, the details regarding the names of performing art activities particularly in Madhya Pradesh?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) Yes, Sir.

(b) All traditional forms of Arts displayed in the form of Dance Drama, Ballet and Stage performance are eligible for grant under the Scheme of "Financial assistance to professional groups and individuals in the field of performing arts". Baskar Tribal dance/Munias/Move/Mach forms of traditional art from Madhya Pradesh are specifically recognised under the scheme for grant.

[Translation]

Substandard Supply under PDS

3020. PROF. PREM DHUMAL:
SHRI HARIBHAI PATEL:
SHRI GAYA PRASAD
KORI:

Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND

PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government have received complaints for the supply of sub-standard quality of foodgrains for distribution under Public Distribution System;

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

(c) the steps taken by the Government to ensure that good quality foodgrains are supplied to State under Public Distribution System?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) to (c). The Central Government makes bulk allocation of foodgrains and other PDS items to States/UTs. Food Corporation of India (FCI) has been instructed to procure, store and supply foodgrains free from infestation and conforming to standards laid down in the Prevention of Food Adulteration Act (PFA) to State Governments and U.T. Administrations for Public Distribution System (PDS). Opportunity is given to the State Governments or their Nominees to inspect the foodgrains in the godowns of FCI before taking delivery of the same. State Governments/U.T. Administrations have the right to reject the lot if it does not conform to the prescribed standards. Samples are drawn at the time of delivery and given to the State/U.T. Agencies which are to be displayed at the places where the grains are distributed.

Operational responsibility for implementing the PDS rests with the

State Governments and U.T. Administrations which includes distribution of quality foodgrains and other PDS commodities through the Fair Price Shops within their jurisdiction. They have been delegated powers under the Essential Commodities Act to take action against persons violating the provisions of the Act and Control Orders made thereunder. The Central Government has advised the States/UTs to set up Fair Price Shop (FPS) level Vigilance Committees comprising representatives of women, voluntary organisations, persons belonging to SC/ST communities and local consumers to ensure people's involvement in supervision of the PDS. Such Vigilance Committees are reported to have been set up by most State Governments.

The Central Government has not received any major complaint from State Governments/UT Administrations regarding poor quality foodgrains and other PDS items being distributed through the PDS. However, there have been complaints from consumers of poor quality PDS items being distributed through PDS. For effective and quick redressal, such grievances have to be looked into by the District Authorities in the States/UTs. Details of complaints received from individual consumers and consumer organisations and not maintained by the Central Government.

All possible efforts are made by the Government to procure good quality foodgrains from producing States and to store them scientifically to avoid deterioration during storage. In a massive operation involving procurement of nearly twenty million tonnes of foodgrains and their distribution throughout the country, shortcomings in some places, at times, cannot altogether be ruled out.

*[English]***Cloth through Fair Price Shops**

3021. SHRI MANIKRAO HODLYA GAVIT: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government propose to make available cheap controlled cloth to the economically weaker sections of the society particularly in villages through Fair Price Shops; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) and (b). Central Government makes available key essential commodities namely rice, wheat, levy sugar, kerosene, imported edible oil and soft coke to the State Governments/UT Administrations for the Public Distribution Systems (PDS). State Governments/UT Administrations can add other commodities of mass consumption as per local requirements and consumer preferences, on their own, for distribution through PDS outlets.

Weights and Measures Rules, 1977

3022. SHRI S.M. LALJAN BASHA: Will the Minister of CIVIL SUPPLIES,

CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether his Ministry is liberalising all the rules and regulations regarding Weights and Measures Rules, 1977;

(b) if so, the details thereof and impact of such changes on Weights and Measures Rules, 1977; and

(c) the details of the advisory bodies which play a role in formulating changes in Weights and Measures implementations?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) No, Sir.

(b) Does not arise.

(c) A Standing Committee has been constituted to examine, review and make suitable recommendations to the Government from time to time on changes in the provisions of the Standards of Weights and Measures (Packaged Commodities) Rules, 1977 and policy matters related thereto. A copy of the Order constituting the Committee is given in the enclosed *Statement*.

STATEMENT

WM-10(38)/93
Government of India
Ministry of Civil Supplies, Consumer Affairs
and Public Distribution
Weights and Measures

Block 12-A Jamnagar House,
New Delhi-110011

Dated : 5th April, 1994.

Subject : Constitution of a Standing Committee to review the provisions of the Standards of Weights and Measures (Packaged Commodities Rules, 1977).

A Standing Committee is constituted to examine, review, and make suitable recommendations to the Government from time to time on changes in the provisions of the Standards of Weights and Measures (Packaged Commodities) Rules, 1977 and policy matters related thereto. The Standing Committee will consist of:

- | | |
|--|-------------|
| 1. Joint Secretary incharge of
Weights and Measures | Chairperson |
|--|-------------|

Officials

- | | |
|--|--------|
| 2. A representative of
Bureau of Indian Standards (BIS) | Member |
| 3. A representative of Ministry
of Food Processing | Member |
| 4. A representative of Prevention
Food Adultration Division
M/o Health, DGHS | Member |
| 5. A representative of Ministry
of Industry | Member |
| 6. Controller of W & M, Delhi | Member |
| 7. Controller of W & M, U.P. | Member |

Industry Representatives

- | | |
|--|--------|
| 8. Representative of Fed. of
Indian Chambers of Commerce and
Industry, New Delhi | Member |
| 9. Representative of Confederation
of Indian Industries, New Delhi | Member |
| 10. Representative of PHD
Chambers of Commerce and Industry
New Delhi | Member |

- | | | |
|-----|---|--------|
| 11. | Representative of the
Associated Chambers of Commerce &
Industry, New Delhi | Member |
|-----|---|--------|

Consumer Organisations

- | | | |
|-----|--|--------|
| 12. | "Common Cause",
A-31, West End, New Delhi-110021 | Member |
| 13. | "Consumer's Action Forum"
5/1, Red Cross Place, Calcutta-700062 | Member |
| 14. | "Consumer Guidance Society of
India, Hutment-J, Mahapalika Marg,
Opp. Cama Hospital, Bombay-400001 | Member |
| 15. | Federation of Consumer
Organisations, Tamil Nadu,
30 Teacher's Colony, Adyar,
Madras-600020. | Member |

Member Secretary

- | | | |
|-----|---------------------------|-------------------|
| 16. | Director, Legal Metrology | Member Secretary. |
|-----|---------------------------|-------------------|

Co-Option

The Committee may Co-opt experts from the field related to the product/issue under review.

Term of the Committee

The term of the Committee shall be 2 years, and it may meet as and when necessary.

The official members will draw their TA & DA for the meeting from their respective Ministries/Depts./Offices and other non-official members would be paid TA & DA as per financial rules.

Sd/-
(Sathi Nair)
Joint Secretary to the Govt. of India

Copy to all the Members.

[Translation]

New Zone at Allahabad

3023. SHRI PANKAJ CHOU-DHARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are contemplating to set up a new zone (North-Central zone) at Allahabad;

(b) if so, the details thereof; and

(c) the details of the area under this new zone and the time by which this zone is likely to start functioning?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (c). The matter relating to creation/reorganisation of Railway zones is under study and examination.

[English]

Funds for Plantation

3024. SHRI KRISHAN DUTT SULTANPURI: Will the Minister of

ENVIRONMENT AND FORESTS be pleased to state:

(a) the funds released by the Government for plantation of trees and the utilization thereof during each of the last two years, State-wise; and

(b) the amount released for 1994-95, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) The State-wise details of the funds allocated and utilised for afforestation/tree planting activities under the 20-Point Programme, including the central assistance released by the Central Government, during the last two years, viz., 1992-93 and 1993-94 are given in the enclosed *Statement-I*.

(b) The final figures of the total funds allocated for afforestation/tree planting activities under the 20-Point Programme for the year 1994-95 are not yet available. However, the State-wise details of the State Plan outlay in respect of Forests and Wildlife for the year 1994-95 are given in the enclosed *Statement-II*.

STATEMENT-I

Statewise Allocation and Utilisation of Funds for Afforestation/Tree Plantation Activities under the 20-Point Programme during 1992-93 and 1993-94

(Rs. in lakhs)

Sl. No.	State/UT's	1992-93		1993-94	
		Allocation	Utilisation	Allocation	Utilisation (Provisional)
1	2	3	4	5	6
1.	Andhra Pradesh	2510.52	3671.15	3324.70	1966.49
2.	Arunachal Pradesh	434.55	429.23	511.00	1078.53

1 2	3	4	5	6
3. Assam	1520.00	703.13	1217.00	NR
4. Bihar	2112.46	1864.70	3381.46	1533.87
5. Goa	156.95	128.23	150.80	149.64
6. Gujarat	6713.93	6663.94	6684.04	7367.54
7. Haryana	4576.57	3940.35	3777.40	NR
8. Himachal Pradesh	4746.00	4536.73	6063.13	NR
9. Jammu & Kashmir	1795.95	931.55	1108.02	NR
10. Karnataka	6157.87	5844.53	7548.06	NR
11. Kerala	1215.00	1261.15	695.05	300.00 @
12. Madhya Pradesh	5512.96	5884.01 *	7350.68 *	5266.36
13. Maharashtra	7624.11	6321.10	8936.45	9044.30
14. Manipur	573.65	308.55	284.49 @	402.98
15. Meghalaya	1164.07	1196.93	1084.20	NR
16. Mizoram	870.00	980.55	906.09	936.14
17. Nagaland	122.38	NR	134.46 (P)	NR
18. Orissa	4208.00	3842.85	4069.50	NR
19. Punjab	1159.50	1903.22	1672.70	NR
20. Rajasthan	9583.00 *	9390.41 *	12550.44 *	10883.37
21. Sikkim	383.87	436.60	364.82	NR
22. Tamil Nadu	4640.70	5111.08	5199.39	NR
23. Tripura	1158.04	978.15	1163.63	NR
24. Uttar Pradesh	6790.16	9174.84	9043.33	NR
25. West Bengal	2880.00 *	3618.21	2098.30 @	NR
26. A & N Islands	116.25	112.97	114.85	NR
27. Chandigarh	30.00	39.00	170.00	NR

1	2	3	4	5	6
28. D & N Haveli	97.20	137.97	200.00	186.90	
29. Daman & Diu	13.00	15.00	13.00	14.77	
30. Delhi	281.00	193.25	197.00	NR	
31. Lakshadweep	16.00	16.00	16.50	NR	
32. Pondicherry	91.33	106.81	131.00	NR	
Total	79255.02	79742.19 @	90161.49 @		

* - Revised

@ - Tentative

(P) - Provisional

NR - Not received

STATEMENT-II*Plan Outlays of Forestry and Wildlife**(Rs. in lakhs)*

Sl. No.	State/UTs	1994-95
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1	2	3
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States

1. Andhra Pradesh	1600.00
2. Arunachal Pradesh	1200.00
3. Assam	2584.00
4. Bihar	3264.00
5. Goa	217.00
6. Gujarat	5517.00
7. Haryana	3090.00
8. Himachal Pradesh	4169.00
9. Jammu & Kashmir	1896.00
10. Karnataka	5668.00
11. Kerala	2350.00

1	2	3
12. Madhya Pradesh		5090.00
13. Maharashtra		11110.00
14. Manipur		490.00
15. Meghalaya		1100.00
16. Mizoram		675.00
17. Nagaland		471.00
18. Orissa		4801.00
19. Punjab		733.00
20. Rajasthan		5900.00
21. Sikkim		315.00
22. Tamil Nadu		4587.00
23. Tripura		360.00
24. Uttar Pradesh		4058.00
25. West Bengal		3547.00
Total - States		74792.00

Union Territories

26. A & N Islands	533.20
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1	2	3
27. Chandigarh		102.13
28. D & N Haveli		250.00
29. Daman & Diu		33.00
30. Delhi		509.00
31. Lakshadweep		17.00
32. Pondicherry		96.00
Total - UTs		1540.33
Total - States & UTs		76332.33

Freight Charges

3025. SHRI LOKANATH CHOU-
DHURY: Will the Minister of RAILWAYS
be pleased to state:

(a) whether the Chief Minister of
Orissa has written to the Union
Government to restore the concession
on freight charges on carriage of iron ore
to Paradeep in view of large scale
unemployment among the tribals;

(b) if so, the details thereof; and

(c) the action taken by the
Government in this regard?

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

(b) It has been suggested that
either the concession in freight charges
for Iron ore for export given prior to
16-8-1991 be restored or freight charges
be levied for a distance of 350 kms.
instead of for 650 kms. for Iron ore for
export moving from Barajamda/Barbil
sector to Paradeep Port.

(c) The matter is under examination.

Subsidy on Sugar

3026. SHRI SHRAVAN KUMAR
PATEL:
SHRI J. CHOKKA RAO:

Will the Minister of FOOD be
pleased to state:

(a) whether the Union Government
are contemplating to enhance the subsidy
on sugar to off-set the high cost of
imported sugar; and

(b) if so, the extent to which it
compares with the preceding two years?

THE MINISTER OF STATE OF
THE MINISTRY OF FOOD (SHRI KALP
NATH RAI): (a) and (b). No subsidy on
distribution of levy sugar was provided
during the preceding two years. However,
during this year, it is proposed to subsidise
the sale of imported sugar for the Public
Distribution System so that it can be
distributed at a uniform retail price of Rs.
9.05 per kg. throughout the country. The
quantum of subsidy would depend upon
the quantity of imported sugar to be
taken over for the Public Distribution
System. Thus, the total subsidy to be
provided this year cannot be assessed
at present, as imports are still continuing.

Projects of Maharashtra

3027. SHRI ANNA JOSHI:
SHRI DATTA MEGHE:
SHRI VILASRAO NAG-
NATHRAO
GUNDEWAR:
SHRI SANDIPAN
BHAGWAN THORAT:

SHRI TEJSINGHRAO
BHONSLE:

Will the Minister of ENVIRONMENT
AND FORESTS be pleased to state:

(a) the centrally aided scheme/ projects being launched in Maharashtra and the financial and physical progress achieved during each of the last three years, project-wise;

(b) the details of new proposals submitted by the State Government for consideration and approval alongwith action taken by the Government thereon, project-wise; and

(c) the details of projects submitted by the State Government seeking financial assistance from the World Bank and other international agencies?

THE MINISTER OF STATE OF
THE MINISTRY OF ENVIRONMENT AND
FORESTS (SHRI KAMAL NATH): (a) to
(c). The details of the centrally aided
scheme/projects being launched in
Maharashtra including new projects for
central and external assistance, alongwith
the achievement both physical and
financial during the last three years are
given in the *Statement* enclosed.

STATEMENT

(Rs. in lakhs)

Sl. No.	Name of the Scheme/ Project	Broad Objective	Extent of funding by Government of India	Status	Achievement during the last three years (1991-92, 1992-93 and 1993-94)	
					Financial	Physical
1	2	3	4	5	6	7
Centrally-aided						
1.	Eco-development around projected areas	To provide alternate sustenance to communities living on fringes of protected areas	100% NR 50% R	On-going	16.51	Targets fixed in terms of financial releases
2.	Development of National Parks and Sanctuaries	To assist the State in the development of National Parks and Sanctuaries through financial assistance	100%	On-going	187.00	Targets fixed in terms of financial releases
3.	Association of Scheduled Tribes and Rural poor in afforestation of degraded forests	To associate Scheduled Tribes and Rural poor in afforestation of degraded forests to improve bio-mass resource base	100%	On-going	44.04	340.6 ha.
4.	Project Tiger	To ensure maintenance of viable population of tigers	100% NR 50% R	On-going	94.64	Targets fixed in terms of financial releases
5.	Integrated Afforestation & eco-development scheme	To promote afforestation and eco-development	100%	On-going	153.40	Targets fixed in terms of financial releases
6.	Seed Development Scheme	To develop infrastructure for quality seeds	100%	On-going	6.00	Targets fixed in terms of financial releases

1	2	3	4	5	6	7
7.	Minor forest produce including medicinal plants	Rising of minor forest produce including medicinal plants	100%	On-going	65.30	325 ha.
8.	Afforestation of Achra & Ratnagiri Mangroves	Conservation & management of Mangroves	100%	On-going	1.81	Targets fixed in terms of financial releases
9.	Modern Forest Fire Control Methods Scheme	To prevent and control Forest Fires	100%	On-going	21.10	Targets fixed in terms of financial releases
10.	Paryavaran Vahini Scheme	To create environmental awareness through active participation of public	100%	On-going	3.58	Set up in 7 districts
11.	Grants-in-aid Scheme	To undertake work connected with afforestation & wastelands development	100%	On-going	53.69	Targets fixed in terms of financial releases
Externally-aided						
12.	Maharashtra Forestry project – World Bank assisted	To slow down environmental degradation and improving biodiversity conservation	The project was started during 1992-93 with total cost of US \$ 142 million		27557 ha.	
13.	World Bank assisted Industrial Pollution Control Project	Strengthening of State Pollution Control Board	Under this scheme, an amount of US \$3 million has been earmarked for the State for the period 1991-97		Targets fixed in terms of financial releases	
14.	World Bank assisted Industrial Pollution Control Project	Setting up of CETPs	Under this project, an amount of Rs. 8 lakhs has been provided for setting up of 8 CETPs		No CETP set up so far	
–	Common Effluent Treatment Plants (CETPs)					

NR - Non Recurring

R - Recurring

National Library, Calcutta

3028. SHRI CHITTA BASU: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to the reply given on April 19, 1994 to the Unstarred Question No. 3905 and state:

(a) whether the Committee headed by Sri Satish Chandra, set up to go into the affairs of the National Library in Calcutta, has since submitted its report;

(b) if so, the salient features of the report; and

(c) the action taken thereon?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) No, Sir.

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

New Technology for Oilseeds/Pulses

3029. SHRIMATI VASUNDHARA RAJE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Indian Council of Agricultural Research has developed a new technology to increase the yield of oilseeds and pulses;

(b) if so, the States where the technology has been experimented;

(c) whether the new technology has been adopted in Rajasthan; and

(d) if not, the steps proposed to be taken to introduce that technology in Rajasthan?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) Yes, Sir.

(b) Through the All India Coordinated Research Project on Oilseeds with eight oilseed crops, the technology is being demonstrated in 17 different States (Andhra Pradesh, Gujarat, Haryana, U.P., Orissa, Tamil Nadu, West Bengal, Assam, Bihar, Rajasthan, Himachal Pradesh, J&K, Kerala, Maharashtra, Karnataka, M.P. and Punjab). Similarly through the All India Coordinated Project on Pulses, the technology is being experimented in J&K, Punjab, Himachal Pradesh, Haryana, Gujarat, Delhi, U.P., Bihar, West Bengal, Assam, Orissa, M.P., Maharashtra, Andhra Pradesh, Karnataka, Kerala and Tamil Nadu.

(c) Yes, the technology has been adopted in Rajasthan. A variety of rapeseed-mustard i.e. Bio-902 (Jai Kissan) developed through the use of biotechnology has been recommended for Rajasthan. Besides, six All India Coordinated Project centres have been identified for the purpose of demonstrating the improved oilseeds production technologies to farmers namely Durgapur, Jobner, Kota, Mandore, Navgaon, Sriganganagar. In all 113 demonstrations on oilseeds have also been conducted during 1993-94 to disseminate the technologies to the farmers. The All India Coordinated Pulses Improvement Project has its centres at Durgapur, Bikaner and Sriganganagar for demonstrating the new technologies of pulses to the farmers.

(d) Does not arise.

[Translation]

Repair of Historical Monuments

3030. DR. AMRIT LAL KALIDAS PATEL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of historic places, sites and temples repaired by the Archaeological Survey of India during the last three years in each State;

(b) the amount spent for the maintenance and protection of these places during the above period, year-wise; and

(c) the amount allocated for the purpose during the current year?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF

EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) The Archaeological Survey of India has 3562 centrally protected monuments of national importance which include historic places, sites and temples. Out of these, the monuments identified during the year 1991, 1992 and 1993 for comprehensive conservation works, State-wise are given in the enclosed *Statement*.

(b) The expenditure incurred on the maintenance, conservation and preservation of the centrally protected monuments during the last three years are as under:

1991-92	Rs. 843.91 lakhs
1992-93	Rs. 890.12 lakhs
1993-94	Rs. 1169.28 lakhs

(c) The allocation for the year 1994-95 is Rs. 1234.28 lakhs.

STATEMENT

States/Union Territories	Number of Monuments/Sites		
	1991	1992	1993
Andhra Pradesh	40	33	29
Assam	20	14	8
Arunachal Pradesh	1	1	-
Bihar	20	13	10
Delhi	20	19	19
Goa	3	3	8
Gujarat	19	14	14
Haryana	14	14	19
Himachal Pradesh	11	9	8
Jammu & Kashmir	13	12	16

States/Union Territories	Number of Monuments/Sites		
	1991	1992	1993
Kerala	2	2	2
Karnataka	36	35	37
Madhya Pradesh	22	24	20
Maharashtra	18	16	31
Manipur	-	-	-
Meghalaya	-	-	-
Mizoram	-	-	-
Nagaland	1	1	1
Orissa	17	12	8
Pondicherry	1	1	1
Punjab	3	7	4
Rajasthan	28	25	24
Sikkim	-	1	1
Tamil Nadu	36	29	28
Tripura	-	1	1
Uttar Pradesh	68	36	39
West Bengal	22	13	12

[English]

Import of Molasses under OGL

3031. SHRI ANANTRAO DESHMUKH: Will the Minister of FOOD be pleased to state—

(a) whether the Government have any proposal to allow import of Molasses under Open-General Licence (OGL) so as to bring down its price;

(b) if so, the details thereof; and

(c) the countries from which it is likely to be imported with price thereof?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) to (c). A proposal to allow import of molasses under the current export-import policy is under consideration of the Government.

[Translation]

Central State Farm in M.P.

3032. SHRI SURAJBHANU SOLANKI: Will the Minister of AGRICULTURE be pleased to state:

(a) the total area of the central farms in Madhya Pradesh;

(b) the total area being utilised for producing seeds of various foodgrains; and

(c) the total production made therein during 1993-94?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) At present, State Farms Corporation of India (SFCI), a public sector undertaking under the administrative control of this Ministry does not have any Central State Farm in Madhya Pradesh.

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

[English]

Sambalpur Railway Division

3033. DR. KRUPASINDHU BHOL: Will the Minister of RAILWAYS be pleased to state:

(a) the details of projects under construction in the Sambalpur Railway Division;

(b) the estimated cost of those projects; and

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

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (c). The details of the New Line and Doubling Projects under construction in the Sambalpur Railway Division are as under:

Sl. No.	Name of the Project	Length (kms.)	Cost (Rs. in crs.)	Funds allocated in 94-95	Target date of completion	Percentage progress upto June, 94
New Lines						
1.	Talcher-Sambalpur	172	220.00	35.11	95-96	50
Doublings						
2.	Ambodala-Bissam Cuttack & Therubali-Gumada	100	84.20	4.17	94-95	85

[Translation]

Train from Ahmedabad to Delhi

3034. SHRI KASHIRAM RANA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have conducted a survey regarding passengers traffic from Ahmedabad to Delhi via Vadodara—Godhara—Ratlam—Kota;

(b) if so, the details thereof;

(c) whether the Government propose to start a new train on this route;

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

(e) if not, the reasons therefor?

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

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

(e) Due to operational and resource constraints.

Computerised Reservation Office in Bareilly

3035. SHRI SANTOSH KUMAR GANGWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether any proposal to open a computerised-reservation office in Bareilly is pending with the Government; and

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

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

(b) The work is likely to be included in the Works Programme for 1995-96 subject to feasibility and availability of funds.

[English]

Performance of Football Players

3036. SHRI RAM KAPSE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether any steps have been taken to improve the performance of football and volley ball players during the last two years; and

(b) if so, the details thereof alongwith the facilities provided to these players?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): (a) and (b). The prime responsibility for introducing measures to improve standards in Football and Volleyball rest with the Federation concerned. The Department of Youth Affairs and Sports and the Sports Authority of India assist in this process. The assistance comprises of holding special training camps, providing competition exposure in India and abroad, encouraging the use of qualified foreign coaches and providing scientific and medical back up where necessary.

[Translation]

Halt of Pawan Express

3037. DR. GUNVANT RAMBHAU SARODE: Will the Minister of RAILWAYS be pleased to state:

(a) whether 4247 Down Kurla-Varanasi Pawan Express halts at

Chalisgaon and Pachora Junctions, Central Railway whereas 4248 Up does not halt at the above Junctions;

(b) if so, the reasons therefor; and

(c) the steps being taken in this regard?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). Yes, Sir. 4247 Dn. was provided with the stoppages from 10.11.92 to cater to the passengers affected by the change in the schedule of 1015 Dn. Kushinagar Express.

(c) No steps are being contemplated.

[English]

Hot Mix Plants

3038. DR. RAMESH CHAND TOMAR: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether some hot mix plants are operating in Delhi floating the specific directions issued by the Central Pollution Control Board;

(b) if so, the number and locations thereof; and

(c) the action proposed to be taken by the Government against them for floating such directions?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Yes, Sir. The Hot Mix Plants are still operating in the Capital in violation of the

directions issued by the Central Pollution Control Board.

(b) The two units against whom directions were issued are located in Rangpuri, New Delhi.

(c) Prosecution proceedings have been initiated against the two units under Section 37 of the Air (Prevention and Control of Pollution) Act, 1981 by the Delhi Pollution Control Committee.

[Translation]

World Cup Cricket Tournament

3039. SHRI CHETAN P.S. CHAUHAN:
SHRI BRIJBHUSHAN SHARAN SINGH:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether a final decision has been taken in regard to venue of the World Cup Cricket tournament, 1996;

(b) if so, the details thereof;

(c) whether the programme prepared in this regard has since been approved; and

(d) if so, the details thereof and the estimated amount to be spent in organising this tournament?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI

MUKUL WASNIK): (a) and (b). Though specific venue have not yet been decided, out of a total of 37 matches to be held during the 1996 World Cup, India, Pakistan & Sri Lanka will host 17, 16 and 4 matches respectively.

(c) Yes, Sir. The Programme has the approval of the International Cricket Council.

(d) The matches will be held between 14th February to 17th March, 1996. It is estimated that expenditure of about \$ 5.44 million will be spent on organising this tournament.

[English]

Environment Clearance to Pharmaceutical Industry

3040. SHRIMATI DIPIKA H. TOPIWALA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government propose to accord only three years environmental sanction to the pharmaceutical industry this time;

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

(c) the period for which the Government used to provide sanction to this industry so far?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b). Recently, the representatives of pharmaceutical industries represented to the Ministry of Environment and Forests that the consent to operate issued to

them by the State Pollution Control Boards may be made valid for a period of three years or until there is any change in the industrial processes or treatment and disposal technologies, whichever is earlier. This is under consideration of the Government.

(c) So far the State Pollution Control Boards have been issuing consent to operate under the relevant sections of the Water (Prevention and Control of Pollution) Act, 1981, with validity for varying time periods in different States and regular renewal of the expiry of such periods.

World Heritage Sites

3041. SHRIMATI KRISHNENDRA KAUR (DEEPA): Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Monas Tiger Reserve in Assam is likely to be declared as world heritage site in danger by UNESCO;

(b) whether several other areas are also likely to be declared as world heritage sites by UNESCO;

(c) if so, the details thereof;

(d) the main factors that have led UNESCO to come to this conclusion; and

(e) the steps being taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) The Manas Tiger Reserve in Assam is already declared a World Heritage Site

by UNESCO. The World Heritage Convention was concerned that the Manas Tiger Reserve was under constant threat and attacks from the Bodo tribesmen. This, apart from resulting in widespread poaching of wildlife and illegal removal of vegetation, had also witnessed continuing attacks on Government staff and destruction of properties.

(b) to (e). Considering their biological wealth, historical, architectural and aesthetic importance, 21 sites from India have been inscribed as World Heritage Sites by UNESCO. Out of these, 16 are archaeological sites and 5 are natural sites. Three more natural sites have been recommended to UNESCO for inscription, e.g. Gir Lion Sanctuary, Wild Ass Sanctuary in Little Rann of Kutch and Silent Valley National Park.

[Translation]

Committee on Anniversary Celebrations

3042. SHRI VIRENDRA SINGH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have constituted committees separately in connection with birth centenary of Acharya Vinoba Bhave and 50th anniversary of independence falling between 1994 to 1997;

(b) if so, the details thereof;

(c) the work done by those committees so far;

(d) whether functions on these occasions are likely to be organised by the Government or by some other organisations; and

(e) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (c). It is proposed to constitute a National Committee, under the Chairmanship of the Prime Minister for the celebration of the birth centenary of Acharya Vinoba Bhave. No National Committee has so far been set up for the celebration of the 50th anniversary of Independence.

(d) and (e). No decision has been taken so far.

[English]

Base Depot of F.C.I.

3043. DR. SAKSHIJI: Will the Minister of FOOD be pleased to state:

(a) the number of base depots of the Food Corporation of India in Uttar Pradesh; district-wise;

(b) the details of such districts in the State which do not have base depots; and

(c) the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) to (c). The information is being collected by Food Corporation of India from its field offices.

Link Express

3044. SHRI THOTA SUBBARAO: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal for converting Visakhapatnam-Nizamuddin Link Express into a Superfast train; and

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

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

(b) Does not arise.

[Translation]

Green and White Revolution

3045. SHRI AVTAR SINGH BHADANA:
SHRI SHIVLAL NAGJIBHAI VEKARIA:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have conducted any high level review of the Green and White revolution enforced during the last three years;

(b) if so, the outcome thereof; and

(c) the details of the future plans and schemes to be enforced under these revolutions throughout the country?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) and (b). The performance of the agricultural development programmes is continuously reviewed and monitored through periodical progress reports/review meeting and also at the time of formulation of Annual Plans. Consequently, the production of foodgrains and other major crops has

increased substantially during the last three years.

As regards white revolution, there is a programme called Operation Flood which is being run by the National Dairy Development Board (NDDB) with the assistance of World Bank and EEC. The progress of this programme is being monitored very closely by Government and also by these international agencies.

(c) The strategy of agricultural development in future will comprise of a regionally more broad-based pattern of growth, efficient utilisation of the created facilities of irrigation, development of rainfed areas and maintaining a continuous flow of economically viable improved technology and inputs. Operation Flood which is currently in its third phase is scheduled till December, 1994. The World Bank and E.E.C. have been requested to extend the programme till March, 1996.

[English]

Madan Tank Project

3046. SHRI RAMCHANDRA MAROTRAO GHANGARE: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government have accorded clearance to the Madan Tank Project of Wardha District, Maharashtra;

(b) if not, the reasons therefor; and

(c) the steps taken by the Government to clear the project early?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND

FORESTS (SHRI KAMAL NATH): (a) Formal proposal for diversion of forest land for construction of Madan Tank Project of Wardha district has not been received from the State Government of Maharashtra under the Forest (Conservation) Act, 1980 so far.

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

[Translation]

Training of Archery

3047. **SHRI SIMON MARANDI:** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government are launching any scheme to impart training of Archery to talented youth in Jharkhand and other tribal and hilly areas, State-wise;

(b) if so, the number of such training centres being run so far and the locations thereof;

(c) the number of trainees receiving training at these centers, State-wise;

(d) the number of such centres proposed to be opened in different areas during the current year; and

(e) the details of the expenditure to be incurred by the Government for operating each of these training centres?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): (a) No new scheme is being launched by the

Government for training of Archery. However, under the Special Area Games (SAG) scheme and Sports Project Development Area (SPDA) Scheme of Sports Authority of India, training in Archery is already being imparted at Ranchi (Bihar), Lehong (West Bengal) and Shillong (Meghalaya) to talented youth from tribal and hilly areas.

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

Apprentice Inspector of Work III

3048. **SHRI PRABHU DAYAL KATHERIA:** Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 5878 on May 3, 1994 and state:

(a) the number of posts of this category lying vacant under the South Central Railway and Central Railway;

(b) the reasons for which the selected candidates are not being appointed there since March, 1993;

(c) whether the Government propose to issue appointment letters to such selected candidates on Western Railways where five persons did not join;

(d) whether the Government would also consider to appoint the selected candidates on any zone wherever such posts are vacant; and

(e) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) There are 12 vacancies on South Central Railways but the same pertain to 25% quota for departmental promotions. On Central Railway, however, there are no vacancies.

(b) On South Central Railway the vacancies as mentioned in reply to part (a) above are being filled by departmental candidates. On Central Railway due to progressive completion of construction activities a number of IOWs have been rendered surplus the re-employment of whom has to take precedence over recruitment.

(c) No, Sir.

(d) It has not been found feasible to appoint these candidates on other zones so far.

(e) Does not arise.

[English]

Post Reserved for SC/ST

3049. SHRI ANADI CHARAN DAS:
Will the Minister of RAILWAYS be pleased to state:

As on	Group 'C'			Group 'D'		
	SC	ST	Total	SC	ST	Total
1.4.94	1116	1366	2482	513	797	1310
1.7.94	879	671	1550	381	651	1032

It will be noted that in the first three months of 1994-95, an improvement of 38% in Group 'C' and 17% in Group 'D' was achieved.

(b) The backlog exists mainly due to:

- (i) non-availability of SC/ST candidates in technical categories in the zone of consideration.

(a) the total number of posts reserved*for SCs and STs lying vacant in the South Eastern Railway at present; and

(b) the reasons for not filling up of those vacancies so far?

THE MINISTER OF RAILWAYS
(SHRI C.K. JAFFER SHARIEF): (a) The backlog of SC/ST vacancies were as under:

Recruitment:

The backlog is 'Nil' for SC & ST in both Group 'C' and 'D' Categories as on 31.3.94.

Promotion:

The backlog has been:

- (ii) Court/CAT cases against reservation orders.

Clearance to Dholpur Power Project

3050. DR. Y.S. RAJASEKHAR REDDY: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government have accorded clearance to the Dholpur Power Project in Rajasthan;

(b) if so, the details of terms and conditions stipulated therefor; and

(c) the steps being taken by the Government to protect the surrounding environment and the crocodile sanctuary and breeding centre for gharials in Chambal and as well as at Tajmahal, Agra?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) to (c). Dholpur Thermal Power Project has recently been cleared from the environmental angle. The original proposal of the Project of 750 MW was not found to be environmentally compatible and its proximity to areas of ecological sensitivity and architectural importance. Subsequently the Project Authorities opted for a clean technology which had not become commercially available, and also down the size of the proposal to 360 MW". The clearance is subject to conditions, which include the following:

The proposed plant should be based on clean technology, which has been specified, so as to reduce considerably the gaseous emissions from the stacks. No deviation from this clean technology is to be allowed.

Liquid effluents should be properly treated to conform to the standards stipulated by the State Pollution Control Board. Efforts should be made to recycle/reuse the treated effluents to the maximum extent possible.

Cooling Towers should be provided to eliminate discharge of hot water into the river directly or indirectly.

No liquid effluents from the ash pond should flow into the Chambal river

and waste water should be recycled and "zero discharge" concept should be adopted.

- Fly ash should be utilised to the maximum extent possible.
- A green belt of adequate width and density should be provided all round the power station by utilising the waste water to the extent possible;
- A master plan with zonation should be prepared for Dholpur area by the State Government in order to avoid haphazard growth of industries, human settlements, etc. Expansion of town/industrial estates towards Van Vihar and the Sanctuary as well as the Chambal river should be avoided.
- Adequate number of ambient air quality monitoring stations should be set up between Dholpur and Agra as also near Van Vihar and Sanctuary.

No adverse effects are likely to be caused on the surrounding environment, including the Crocodile Sanctuary and the Taj Mahal, due to the stipulated environmental safeguards and pollution control measure which are to be built into the project, and which are the bases on which clearance has been granted.

**Adarsh Sanskrit Vidyapeedam,
Balussery**

3051. SHRI K. MURALEE DHARAN:
Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have received some complaints regarding the alleged irregularities and corruption prevailing in Adarsha Sanskrit Vidyapeedam, Balussery, Kozhikode during the last two years;

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

(c) the steps taken or proposed to be taken by the Government for the upgradation of the said institute?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) A complaint was received to change the Chairman of this Vidyapeetha.

(b) Prof. Dr. N. P. Unni, Head of Sanskrit Department, Kerala University was nominated as new Chairman in place of Shri T.M.B. Nedungadi from 14th June, 1994.

(c) A proposal for the establishment of Kendriya Sanskrit Vidyapeetha by taking over the Calicut Adarsh Sanskrit Vidyapeetha, Balussery was received in February, 1994. As per Rashtriya Sanskrit Sansthan's policy one Kendriya Sanskrit Vidyapeetha is to be established in each State. As one Kendriya Sanskrit Vidyapeetha is already functioning at Parunatukara, Trichur in Kerala State, it is not possible to take over another Vidyapeetha at this stage.

Cooperative Structure

3052. SHRI GOPI NATH GAJPATHI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government proposed to strengthen the cooperative structure in the country;

(b) if so, the details thereof and the steps taken by the Government in the matter;

(c) whether NABARD has also taken some steps in that regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) and (b). Various steps are being taken to strengthen the Cooperative Structure including the preparation of Business Development Plans for Primary Agricultural Cooperative Societies, formulation of a national policy on cooperatives and reformulation of Multi-State Cooperative Societies Act, 1984 on the lines of recommendations of the Committee set up by Planning Commission.

The matter is also being pursued with the State Governments to reformulate their cooperative legislations in order to give desired autonomy to the cooperatives so as to make them economically viable and self-reliant. Cooperation is a State subject and the final action in this regard is to be taken by the respective State Governments.

(c) and (d). In order to strengthen the Cooperative Credit system, NABARD has taken following steps:

- (i) A model Deposit Guarantee Scheme has been prepared and circulated to the States for adoption in order to encourage deposit mobilisation by PACS.

- (ii) The States have been asked to simplify lending policies and procedure and introduction of a Cash Credit System for farmers in areas having perennial irrigation and multiple cropping.
- (iii) The States have been asked to create a climate conducive to better recovery performance.
- (iv) NABARD has set up a Co-operative Development Fund for providing assistance to cooperative banks for systems improvement, resource mobilisation, improved recovery etc.
- (v) The State Governments and cooperative banks have been advised to draw up development Action Plans for restoring the health of the cooperative credit structure.

Alleged Supply of Substandard Food Items in Schools

3053. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the details of the food items served to the children in the mid-day meals in Navodaya Vidyalayas of Delhi;

(b) the quantity, served to the children per day, item-wise;

(c) the places from where these items are purchased; item-wise;

(d) the procedure being followed in the purchase of these items; item-wise;

(e) the number of food samples tested and how many of them were found sub-standard or adulterated, item-wise during the last three years and the action taken thereon;

(f) whether there is any proposal to supply Parle's glucose biscuits to the children instead of the biscuits being served at present after buying the same from the Kendriya Bhandar; and

(g) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) Navodaya Vidyalayas including the two Vidyalayas at Delhi, are fully residential schools. The children are provided free food, uniform and text-books and stationery items.

(b) to (g). The children are provided bed tea, breakfast, lunch and dinner apart from mid-noon and afternoon tea/coffee/ beverages with snacks. The menu varies from region to region. A sum of Rs. 350 per child per month is being spent on diet.

Bulk items such as rice, dal, atta, vegetable oil, sugar, suji etc. are mostly purchased from the District supply offices/ Super Markets/Cooperatives etc. Item like milk, curd, vegetables, etc. are purchased from suppliers identified after floating tenders, or calling spot quotations as per rules. The Navodaya Vidyalaya Samiti is not in a position to assure purchase of a particular brand product.

Visakhapatnam Railway Station

3054. SHRI RAMA KRISHNA KONATHALA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have proposal to shift Visakhapatnam railway station to Gopalapatnam for the convenience of long distance trains; and

(b) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). Information is being collected and will be laid on the Table of the Sabha.

Production of Saffron

3055. MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI: Will the Minister of AGRICULTURE be pleased to state: (a) whether the Government have taken steps to increase the production of Saffron;

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

(c) whether the Government propose to carry out experimental trials and research for growing saffron in the hilly areas of Central region of the country particularly in the Garhwal region, Uttar Pradesh;

(d) if so, the details thereof; and

(e) the action being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) and (b). Govern-

ment is implementing an Integrated Programme for Development of Spices during VIII Plan. Under this, for increasing production of saffron, it is proposed to establish saffron seed multiplication plots of 5 ha. in Jammu & Kashmir and 2 ha. in Himachal Pradesh to make available quality seed corms. Further, to popularise improved cultivation practices, Government has sanctioned establishment of 350 demonstration plots in farmers' fields in Jammu & Kashmir and 50 plots in Himachal Pradesh. For this an outlay of Rs.15.13 Lakhs has been earmarked for development of saffron during VIII Plan.

(c) to (e). No, Sir. However, a research project on the crop has been sanctioned by the Indian Council of Agricultural Research for hills of Himachal Pradesh.

[Translation]

Groundnut/Dates Production

3056. PROF. RASA SINGH RAWAT: Will the Minister of AGRICULTURE be pleased to state:

(a) the special efforts made by the Government to promote the production of groundnut and dates (palm) in the country;

(b) whether there is possibilities for promoting the cultivation of groundnut and dates in Rajasthan;

(c) if so, the details thereof;

(d) whether any special variety of dates and groundnut seed suitable to the sandy climate of Rajasthan has been prepared by the research centres;

(e) if so, the details thereof; and

[English]

(f) the names of the places in Rajasthan where groundnut and dates are produced at present?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE AND THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI S. KRISHNA KUMAR):
(a) To promote the production of groundnut, a Centrally Sponsored Oilseeds Production Programme (OPP) is in implementation in the country covering 22 States. However, in case of date palm, a Centrally Sponsored Scheme on Integrated Development of Tropical Arid Zone and Temperate Zone Fruits has been launched by the Government of India under which assistance is provided for cultivation of date palm.

(b) and (c). There are possibilities of promoting the cultivation of groundnut in Rajasthan. During 1993-94, it is estimated an area of 2.86 lakh hectares and the production of 2.09 lakh tonnes under groundnut. There is the possibility of cultivation of dates in Bikaner and Jodhpur districts of the State.

(d) and (e). The groundnut varieties suitable for cultivation in Rajasthan are RG-141, ICGS-1 and CSMG-84-1. For date palm, the varieties are Halavi, Medjool and Zahidi.

(f) The groundnut is cultivated in 30 districts of the State, but the important districts are Chittorgarh, Swai-Madhopur, Jaipur, Tonk, Bhilwara, Dausa, Bikaner and Nagaur. The area under dates plant in Rajasthan is negligible.

Guwahati Rajdhani Express

3057. SHRI JITENDRA NATH
DAS:
SHRI AMAR ROY-
PRADHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) the names of stoppages suggested for the Rajdhani Express from New Delhi to Guwahati and back before the train was started;

(b) the reasons for providing only one stoppage at New Jalpaiguri whereas the train was mainly started to give benefit to the passengers of North Bengal, North-Eastern States, Sikkim, Bhutan and Eastern Nepal, etc.; and

(c) the steps being taken to provide more stoppages in above States and to increase the frequency of the train to cater the need of passengers there?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). Rajdhani Express is a fast service intended for through passengers between the Union Capital and State Capital and therefore, its intermediate stoppages are kept down to the minimum mainly for operational reasons. It was decided to give stoppages to Guwahati Rajdhani only at Kanpur, Mugal Sarai, Patna, Barauni, Katihar and New Jalpaiguri.

(c) There is no proposal to provide additional stoppages enroute and increase in frequency at present.

[Translation]

Urdu University

3058. SHRI VISHWANATH SHASTRI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have constituted any committee to give suggestions to establish an International Urdu University;

(b) if so, the details thereof;

(c) whether the said committee has given its recommendations;

(d) if so, the details thereof; and

(e) if not, the time by which the recommendations are likely to be received by the Government?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (e). The Government of India in the Ministry of Human Resource Development, Department of Education had constituted a Committee on establishment of Urdu University under the chairmanship of Shri Aziz Qureshi on 25th September, 1992. The Committee submitted its report to the Government on 12th June, 1993. Its major recommendations are the setting up of a new Central Urdu University, completely secular in character and open to all, on the pattern of Indira Gandhi National Open University (IGNOU) with suitable changes and adaptations, enabling provisions for affiliation of institutions and opening of teaching institutions on a selective basis notwithstanding its predominantly distance

education character, and greater emphasis to the teaching of Science & Technology and job oriented courses through the medium of Urdu.

Training Coaches

3059. SHRI TEJSINGH RAO BHONSLE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any scheme regarding appointment of a 'N.I.S.' trained coach at district level to promote sports and sports related competitions in Maharashtra and other States; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): (a) Yes, Sir.

(b) Under the National Coaching Scheme every State Government is expected to identify four Sports disciplines for each district. Coaches for two disciplines are appointed by the Sports Authority of India and the remaining two by the concerned State Government.

[English]

Railway High School, Vijayawada

3060. SHRI SOBHANADREESWARA RAO VADDE: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Railway employees working at Vijayawada;

(b) the details of educational facilities being provided to the children of these Railway employees;

(c) whether the present section in several classes in these schools, particularly Railway mixed high schools are not adequate; and

(d) if so, the steps being taken to increase the sections in these schools?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (d). The information is being collected and will be laid on the Table of the Sabha.

Soil and Water Testing Laboratories

3061. SHRI PROBIN DEKA: Will the Minister of AGRICULTURE be pleased to state:

(a) the number of soil and water testing laboratories proposed to be set up during 1994-95 in Assam; and

(b) the total expenditure likely to be incurred thereon?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) and (b). Soil Testing Laboratories, where water samples can also be analysed, are set up by the State Governments. There are seventeen (17) Soil Testing Laboratories in Assam (10 static and 7 mobile). Under Central Sector Scheme for assistance to small and marginal farmers, which was in operation during 1993-94, the State proposed to strengthen existing 10 static Soil Testing Laboratories with an expenditure of Rs. 36 lakhs. Under the scheme the State

Government has not indicated any proposal to set up a new Soil Testing Laboratories in the year 1994-95.

Damage Caused to Jama Masjid

3062. SHRI R. SURENDER REDDY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether damage has been caused to the Jama Masjid in Delhi by the earthquake which rocked the capital and the other nearby places on 28 July, 1994;

(b) whether the Archaeological Survey of India has assessed the damage;

(c) if so, the details thereof; and

(d) the measures taken to repair it?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (c). Yes, Sir. As per the assessment made by the Archaeological Survey of India, the extent of the damage is that the turret on the southern side gateway of Jama Masjid fell down, while some cracks have developed in the two turrets on the eastern and northern side gateways.

(d) The conservation and repair work has been taken up.

Production of Mango

3063. SHRI S.B. SIDNAL: Will the Minister of AGRICULTURE be pleased to state:

(a) the total quantity of mango exported during the last three years;

(b) whether there has been shortage of mango in the country due to its exports; and

(c) if so, the steps taken to meet the domestic requirement of mango in the country?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) The quantity of mango fruit exported during the last three years is as under:

<i>Quantity (MTs)</i>		
1991-92	1992-93	1993-94 (Estimated)
23,104	25,850	23,000

(b) No, Sir.

(c) Does not arise.

Ticketless Travelling

3064. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of ticketless travellers boarded trains on the South Central Railway to attend meetings in Hyderabad in the month of June, 1994;

(b) if so, the details thereof; and

(c) the action taken against them and to protect right of the genuine passengers?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (c). No, Sir. Adequate squads of Ticket Checking Staff along with RPF/GRP personnel were deployed in the trains to prevent unauthorised entry.

[Translation]

Ganga Project

3065. SHRI SURENDRA PAL PATHAK: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the progress made in the work related to the Ganga Project and the expenditure incurred thereon so far, State-wise;

(b) the estimated expenditure likely to be incurred on the remaining work of this project, State-wise;

(c) the time by which this project is likely to be completed and the total amount likely to be spent on this project, State-wise; and

(d) the benefits to be derived from this project after its completion, State-wise?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Out of 261 schemes sanctioned under the Ganga Action Plan Phase-I, 237 schemes have been completed so far as detailed below:

	U.P.	Bihar	West Bengal	Total
Schemes sanctioned	106	45	110	261
Schemes completed	102	41	94	237

The State-wise expenditure incurred thereon is as under:

(Rs. in crores)

U.P.	Bihar	West Bengal	Total
156.51	47.04	160.32	363.87

(b) The estimated expenditure likely to be incurred on the remain-

ing works on this Project, State-wise is as under:

(Rs. in crores)

U.P.	Bihar	West Bengal	Total
43.44	10.25	33.72	87.41

(c) The Project is expected to be completed by March 1996 and the total

amount likely to be spent, State-wise is as under:

(Rs. in crores)

U.P.	Bihar	West Bengal	Total
199.95	57.29	194.04	451.28

(d) The Ganga Action Plan when completed will reduce pollution load entering the river, improve its water quality and help in restoring the ecological health of the river. This will increase the biological wealth of the river besides reducing the risk of water born and water washed diseases among its users throughout its length. The programme will also confer benefits in terms of resource recovery from treatment of waste

water for aquaculture, irrigation, afforestation and generation of bio-energy.

[English]

Accident of Udaipur Express

3066. SHRI CHANDRESH PATEL:
Will the Minister of RAILWAYS be pleased to state:

(a) whether Udaipur Express met with an accident on 25/25.7.1994 at Himmatnagar on the Western Railway;

(b) if so, the details thereof;

(c) the details of loss of life and railway property in the accident;

(d) the compensation paid or to be paid to each of the victims;

(e) whether any preliminary enquiry has been conducted;

(f) if so, the findings thereof; and

(g) the action taken against the persons responsible and the steps being taken to eliminate such accidents?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (c). Yes, Sir. On 24.6.1994, train engine and one coach of 9644 Dn. Ahmedabad-Udaipur Express derailed between Raigarh Road and Lusatia stations on Himmatnagar-Udaipur section of Ajmer Division of Western Railway causing death of 2 railway employees and simple injuries to 22 persons. Approximate damage to railway property is Rs. 12,000.

(d) An amount of Rs. 15,250 has been paid as ex-gratia to the dependents of the deceased and those injured. Compensation shall be paid after the accident claims, when filed by the claimants, are decreed by the Railway Claims Tribunal.

(e) to (g). A multi-disciplinary enquiry committee has commenced investigations into the accident and their findings are awaited. Preventive measures and follow-up action, including disciplinary

proceedings, against staff found responsible, if any, would be taken on receipt of the inquiry report.

Illegal Hunting

3067. SHRI LALL BABU RAI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government are aware of the incidents of illegal hunting of wild animals in Bihar during the last one year;

(b) if so, the details thereof; and

(c) the steps taken by the Government to check illegal hunting in the State?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) to (c). The information is being collected from the Government of Bihar and will be laid on the Table of the House.

[Translation]

Primary Education

3068. SHRI N.J. RATHVA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have received any assistance from the World Bank for the promotion of primary education during the last three years;

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

(c) the names of the districts in which primary schools are likely to be opened with this assistance?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SEJLA): (a) The World Bank has extended IDA credit to a Basic Education Project in 10 districts of U.P.

(b) The Project became effective during the year 1993-94. The IDA credit is of the order of US \$ 165.0 million over a seven year period. The disbursement from the World Bank for this Project has been US \$ 6.8 million upto 28th February, 1994.

(c) The districts are Aligarh, Allahabad, Banda, Etawah, Gorakhpur, Nainital, Pauri Garhwal, Saharanpur, Sitapur and Varanasi.

[English]

Pig Breeding Farms

3069. SHRI SHANTARAM POTDUKHE: Will the Minister of AGRICULTURE be pleased to state:

(a) the number of pig breeding farms set up in the country, State-wise;

(b) the efforts made by the Government to improve the production

and multiplication of exotic breeding stock in these farms; and

(c) the allocation made therefor during each of the last three years and for 1994-95, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) The number of Pig Breeding Farms set up in the country, State-wise as on 1987 is given in the *Statement* enclosed.

(b) A Central Sector Scheme with 100% grants-in-aid was initiated during 1990-91 and continued during 8th Five Year Plan as a Centrally Sponsored Scheme to provide assistance to States for strengthening of Pig Breeding Farms through development of infrastructure facilities, purchase of exotic pigs and their transport as breeding stock by inter-form exchange, training and cooperative marketing facilities.

(c) Funds released during each of the last three years and for 1994-95 upto end July, 1994 are given in Annexure. Funds for the remaining period will be released as and when proposals are received. The total allocation for 1994-95 is Rs. 200 lakhs.

STATEMENT

(Rs. in lakhs)

State	Funds released during last 3 years and 1994-95				Number of farms being set up as on 1987
	1991-92	1992-93	1993-94	1994-95	
Andhra Pradesh	—	12.50	—	—	5
Arunachal Pradesh	3.0	—	24.0	—	2
Assam	3.00	—	—	—	6
Bihar	—	—	24.5	—	5
Goa	—	—	6.0	—	2
Haryana	—	6.50	—	—	2
Karnataka	—	13.50	—	—	3
Kerala	5.50	—	44.0	—	6
Madhya Pradesh	6.50	—	12.0	—	3
Manipur	—	—	14.0	—	4
Meghalaya	—	4.0	—	—	9
Mizoram	3.0	—	16.50	12.00	4
Nagaland	5.0	—	—	—	8
Orissa	3.0	—	5.25	—	2
Punjab	—	10.0	—	—	8
Rajasthan	—	2.25	—	—	1
Sikkim	3.0	—	18.25	—	2
Tamil Nadu	—	—	—	—	5
Tripura	—	—	25.25	—	6
Uttar Pradesh	3.0	7.50	4.50	—	8
West Bengal	—	—	—	—	6
Andaman & Nicobar	—	4.0	—	—	1
Dadar & Nagar Haveli	—	—	—	—	1

Circular Railway in Howrah

3070. SHRI HANNAM MOLLAH:
PROF. SUSANTA
CHAKRABORTY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to run a Circular Railway in Howrah with existing tracks and facilities; and

(b) if so, the steps being taken by the Government to operate this system?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). There is no circular line now available for introduction of EMU services between Howrah- Tikiapara- Ramrajtala- Santragachi-Padma Pukur-Shalimar. Therefore, the question of introduction of sub-urban service on a circular system does not arise.

[Translation]

Environmental Projects of Gujarat

3071. SHRI RATILAL VARMA:
SHRI ARVIND TRIVEDI:
SHRI N.J. RATHVA:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the projects commissioned in Gujarat for conservation of environment and forests with the Central as well as foreign assistance during the last three years;

(b) the achievements made in this regard, project-wise;

(c) the financial assistance provided for each project; and

(d) the details of the projects to be commissioned in the near future?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FOREST (SHRI KAMAL NATH): (a) to (c). The details of the projects commissioned in Gujarat for conservation of environment and forests with central as well as foreign assistance alongwith achievements, both financial and physical are given in the *Statement* enclosed.

(d) A project entitled "Integrated Forestry Project, Gujarat" with main objective to restore environmental balance and promote tree planting at a total cost of Rs. 682 crores has been posed to the World Bank for financial assistance.

STATEMENT

Sl. No.	Name of the Scheme/ Project	Broad Objective	Extent of funding by Government of India	Status	Achievements during the last 3 years 1991-92, 92-93, 93-94	
					Financial	Physical
1	2	3	4	5	6	7
Centrally-aided						
1.	Eco-development around Project areas	To provide alternate suste- nance to communities living on fringes of Protected areas	100% NR 50% R	On-going	49.01	Targets fixed in terms of financial releases
2.	Development of National Parks and Sanctuaries	To assist the State in the development of National Parks and Sanctuaries through financial assistance	100%	On-going	107.75	Targets fixed in terms of financial releases
3.	Association of Scheduled Tribes and rural poor in afforestation of degraded forests	To associate Scheduled Tribes and rural poor in afforestation of degraded forests to improve bio-mass resource base	100%	On-going	10.36	Targets fixed in terms of financial releases
4.	Integrated Afforestation and Eco-development Scheme	To promote afforestation and eco-development	100%	On-going	72.96	5588 ha.

(Rs. in lakhs)

1	2	3	4	5	6	7
5.	Area-oriented fuelwood and fodder project scheme	Augmenting supply of fuelwood and fodder in identified fuelwood deficit districts	50%	On-going	418.70	8962 ha.
6.	Seed Development Scheme	To develop infrastructure for quality seeds	100%	On-going	38.99	Targets fixed in terms of financial releases
7.	Minor forest produce including medicinal plants	Raising of minor forest produce including medicinal plants	100%	On-going	204.89	2974 ha.
8.	Grant-in-aid Scheme	Undertaking work connected with afforestation and wastelands development	100%	On-going	37.66	5 projects
9.	Paryavaran Vahini Scheme	To create environmental awareness through active participation of public	100%	On-going	1.96	Set up in 3 districts
10.	Modern Forest Fire Control Methods	To prevent and control Forest Fires	100%	On-going	13.00	Targets fixed in terms of financial releases
Externally-aided						
11.	National Social Forestry Project - World Bank assisted (Gujarat sub project)	Afforestation	Project was implemented during the period from 1985-86 to March 1993. Total expenditure of Rs. 220.6 crores was incurred			4.38 lakh ha.

1	2	3	4	5	6	7
12.	World Bank assisted Industrial Pollution Control Project	Strengthening of the State Pollution Control Board	Under the project, a sum of US \$ 3 million is earmarked for the period 1991-97			Targets fixed in terms of financial releases
13.	World Bank assisted Industrial Pollution Control Project - Common Effluent Treatment Plants	Setting up of Common Effluent Treatment Plants (CETPs)	Rs. 75 lakhs has been released for setting of 5 CETPs			1 CETP set up

R - Recurring, NR - Non Recurring

Food Corporation of India

3072. DR. MAHADEEPAK SINGH
SHAKYA:
SHRI NITISH KUMAR:
SHRI SURAJBHANU
SOLANKI:

Will the Minister of FOOD be pleased to state:

(a) whether the subsidy provided to the Food Corporation of India on food items has been increased during 1994-95 in comparison to last two years;

(b) if so, percentage of increase made therein and the reasons therefor; and

(c) the per quintal economic cost of wheat and rice evaluated by the Food Corporation of India during 1993-94?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) and (b). While during the years 1992-93 and 1993-94 a sum of Rs. 2785 crores and Rs. 5537 crores respectively was paid to Food Corporation of India towards food subsidy, a provision of Rs. 4000 crores has been made on this account in the budget for 1994-95. Increase in subsidy is mainly attributable to increase in procurement cost of grains, delayed and partial passing on of the increased cost of PDS consumers etc. increase in interest charges, increase in freight rates and provision for arrears of subsidy for previous years.

(c) As per the revised estimates for 1993-94 the economic cost of foodgrain

to Food Corporation of India works out to Rs. 559.40 per quintal for wheat and Rs. 687.47 per quintal for rice. However, final figures will be available only after the accounts for 1993-94 are finalised and audited.

R.D.S.O. Lucknow

3073. SHRI ATAL BIHARI VAJPAYEE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have issued orders/directives in regard to restructuring of Research and Design Categories of R.D.S.O., Lucknow.

(b) if so, the details thereof;

(c) the category of posts brought under the purview of these restructuring;

(d) whether all categories will get the benefits of promotion on this basis;

(e) whether there are such posts pertaining to the above categories which would not get the benefit of this restructuring;

(f) whether the Government have received any memorandum in this regard; and

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

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

(b) and (c). Research and Design categories restructured are as follows:

Category	Number of posts before restructuring	Number of posts after restructuring
Design Assistant		
Chief Design Assistant (Rs. 2000-3200)	225	245
Sr. Design Assistant (Rs. 1600-2660)	144	136
Jr. Design Assistant (Rs. 1400-2300)	176	164
Research Assistant		
Chief Research Assistant (Rs. 2000-3200)	178	197
Sr. Research Assistant (Rs. 1640-2900)	117	110
Jr. Research Assistant (Rs. 1400-2300)	143	131
Technical Assistant		
Chief Inspector (Rs. 2000-3200)	75	78
Sr. Inspector (Rs. 1600-2660)	37	34

(d) Yes, Sir.

[English]

(e) The following categories have not been restructured:

- (i) Draftsman - B (Rs. 1200-2040)
- (ii) Electronic Technician (Rs. 1320-2040)
- (iii) Lab. Assistant (Rs. 975-1540)

(f) and (g). A memorandum received from R.D.S.O. Class III Staff Association, Lucknow, has been examined and found not acceptable.

Coal Traffic by Rail

3074. PROF. SAVITHRI LAKSHMANAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have decided to make Coal India Limited and its subsidiaries as Sponsoring Authority for movement of coal traffic from road to rail in a bid to catch up with the backlog in freight traffic;

(b) if so, the progress achieved by the railways in this regard; and

(c) if not, the reasons therefor?

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

(b) Following the above arrangement Railways have moved, from January '94 to July 1994, 3285 wagons of coal which was earlier understood to be moving by road.

(c) Does not arise.

Railway Lines

3075. SHRI BASUDEB ACHARIA:
Will the Minister of RAILWAYS be pleased to state:

(a) the total km of Railway line proposed to be laid during the Eighth Five Year Plan; and

(b) whether the Government propose to connect all the District Headquarters with Railway lines?

THE MINISTER OF RAILWAYS
(SHRI C.K. JAFFER SHARIEF): (a) 1235 kms.

(b) There is no such proposal at present.

Trains from Kanyakumari

3076. SHRI N. DENNIS: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to introduce more trains from Kanyakumari to different parts of the country; and

(b) if so, the details thereof?

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

(b) Does not arise.

Stoppage of Cauvery Express

3077. SHRIMATI CHANDRA PRABHA URS: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a demand to give a stoppage of the Cauvery Express running between Bangalore and Mysore at Pandavapura and Channapatna; and

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

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

(b) Stoppage of 6221/6222 Bangalore-Mysore Cauvery Express at Chhannapatna has been provided w.e.f. 15.8.94. But its stoppage at Pandavapura has not been found commercially justified.

Production of Fruits

3078. SHRI ASHOK ANANDRAO DESHMUKH: Will the Minister of AGRICULTURE be pleased to state:

(a) the estimated production of fruits during 1993-94, State-wise and fruit-wise;

(b) the details of the Centrally sponsored scheme under implementation to increase production as well as yield of fruits in the country; and

(c) the steps taken by the Government to provide infrastructural facilities to major fruits producing States?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) The estimates of production of fruits during 1993-94 are not available.

(b) To increase the production and yield of fruits in the country a Centrally sponsored scheme on Integrated development of tropical, arid and temperate zone fruits is being implemented by the Central Government. The details are given as under for the VIII Plan period:

(Rs. in lakhs)

(i)	Production of planting material	2388.80
(ii)	Area expansion programme	2511.97
(iii)	Improving productivity	1638.33
(iv)	Upgrading of technical knowledge through demonstrations; training and publicity material	546.77
(v)	Olive oil extraction units	300.00

(c) The National Horticulture Board is providing assistance for creating infrastructural facilities for Horticultural crops including fruits under the following schemes:

- (i) Integrated project on management of post-harvest infrastructure of horticulture crops; and
- (ii) Development of marketing of horticulture produce through participation in soft loans.

Besides, under the Centrally sponsored scheme infrastructure is being developed for production of planting material by establishing nurseries and tissue culture units.

Southern Regional Milk Grid

3079. SHRI V.S. VIJAYA-RAGHAVAN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Union Government have any plan to set up a Southern Regional Milk Grid;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) to (c). The Southern Regional Milk Grid is already under operation.

Presently milk is moving from the districts of Mandya and Mysore of Karnataka to Kerala. Eight districts in Tamil Nadu are supplying milk to the Madras City. Chittoor district in Andhra Pradesh is supplying milk to Madras and Bangalore city. Guntur and Visakhapatnam districts are supplying milk to Calcutta city in the Eastern region.

[Translation]

Modernisation of Railway Stations

3080. SHRI RAMESHWAR PATIDAR:
SHRI DATTA MEGHE:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway stations modernised and expanded in Maharashtra and Madhya Pradesh during the last three years and the total expenditure incurred thereon;

(b) the details thereof, name-wise and district-wise;

(c) whether some other stations are likely to be modernised and expanded during the current financial year, State-wise;

(d) if so, the details thereof; and

(e) the amount earmarked for the said purpose?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (e). The information is being collected and will be laid on the Table of the Sabha.

[English]

Sugar Industry

3081. SHRI SULTAN SALAHUDDIN OWAISI:
SHRI M.V.V.S. MURTHY:

Will the Minister of FOOD be pleased to state:

(a) whether the Government have received proposals from Sugar Industry to wipe out the sugar shortage in the country;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) to (c). Government have received various proposals from the Sugar Industry, such as delicensing of sugar mills and decontrol of sugar to augment the availability of sugar in the country. The present policy of licensing of sugar mills, including the option of delicensing, is under review.

As regards decontrol of sugar, the Government do not have any proposal at present as the existing policy of partial control with a dual pricing system has been found to be the most effective and has stood the test of time.

Train Accidents

3082. SHRI BOLLA BULLI RAMAIAH:
SHRI D. VENKATESWARA RAO:
SHRI M.V.V.S. MURTHY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether train accidents have increased during the months of June and July;

(b) if so, the details thereof, zone-wise and the main causes of the accidents;

(c) the number of persons killed and injured in those accidents; and

(d) the safety measures being taken to reduce the number of mishappenings and accidents in future?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and

(b) No, Sir. The occurrence of train accidents during June and July '94 has been much less than that in June and July 1993, i.e. 86 against 105 showing a decrease of 18%.

The zone-wise train accidents, during the month of June and July '94, are detailed below:

Railway	June '94	July '94
Central	4	3
Eastern	2	6
Northern	6	5
North Eastern	2	2
Northeast Frontier	3	10
Southern	2	4
South Central	4	5
South Eastern	8	9
Western	3	8
Total	34	52

The main causes of the accidents include failure of railway staff, failure of 'persons other than railway staff', equipment failure, sabotage and other incidental reasons.

(c) During the period June and July '94, 36 persons lost their lives and 143 sustained injuries in train accidents.

(d) Some of the measures being taken to eliminate accidents are as under:

- (i) Induction of technical devices such as track circuiting, interlocking of level crossing gates, induction of Auxiliary

Warning System and Block proving Axle Counters, etc. to aid the human element.

- (ii) Track structure is being constantly upgraded on selected high-density routes and ultrasonic testing of rails is resorted to for identifying fractures.
- (iii) Continuous emphasis on renewal and rehabilitation of overaged assets particularly track, bridges and rolling stock.
- (iv) Monitoring the quality of out-turn from the workshops.
- (v) Intensive inspections of signal and telecom gears, maintenance depots of coaches, wagons and locomotives.
- (vi) Monitoring the performance of staff of critical safety categories as drivers, guards, station masters, etc. and to impart special training to such of them as are found wanting in their knowledge.
- (vii) Provision of whistle boards, speed breakers and road signs at the approaches of unmanned level crossings and improving visibility for road users and train drivers.

[Translation]

Additional Coach in Hapa-Jammu Tawi Express

3083. SHRI GABHAJI MANGAJI THAKORE: Will the Minister of RAILWAYS be pleased to state:

(a) whether very few seats are available in Hapa-Jammu Tawi Express for Delhi from Rajkot, Junagarh and Bhavnagar;

(b) if so, whether the Government propose to add one more additional coach in this train;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) The reservation quotas available at Rajkot, Junagarh and Bhavnagar by 2497 Hapa-Jammu Tawi Express are as under:

	AC 2-tier	Sleeper Class
Rajkot (upto Jammu Tawi) upto Delhi	18 —	117 98
Junagarh (upto Jammu Tawi)	—	4
Bhavnagar (upto Jammu Tawi)	5	14

(b) No, Sir.

(c) Does not arise.

(d) Non availability of room in the train.

[English]

Fishing Complex at Bhitarkanika Sanctuary

3084. SHRI RABI RAY: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the attention of the Government has been drawn to an interim order passed by the High Court of Orissa on the establishment of the fishing complex including the jetties at the Bhitarkanika Sanctuary in Orissa;

(b) if so, the details thereof; and

(c) the steps taken by the Government in the matter?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Yes, Sir.

(b) A copy of the order of Orissa High Court passed on 12th July, 1994 in O.J.C. No. 3128 of 1994 is given in the *Statement* enclosed.

(c) This Ministry has already suggested two names to be incorporated in the Committee of experts constituted by the Government of Orissa for making Environmental Impact Assessment of the construction of Fish landing centre, Road and bridges in Bhitarkanika Sanctuary and of three proposed fish landing centres in Mahanadi Delta. Action is being taken to file the counter affidavit as directed by the Hon'ble Court.

STATEMENT

In the High Court of Orissa

O.J.C. No. 3128 of 1994

Centre for Environmental Law,
World Wide Fund for Nature,
India, New Delhi

Petitioner,

Versus

State of Orissa and another

Opposite Parties

Order No. 9 Dated 12.7.94: During course of hearing, learned Standing Counsel (Central) filed copies of certain letters addressed by the Ministry of Environment and Forests, Government of India to the Chief Secretary of the State and other functionaries of the State. In the letter dated 14.6.1994, reference has been made to the State's proposal to constitute a study group to undertake Environment Impact Assessment Study (in short, 'EIAS'), in the Bhitarkanika sanctuary, as was suggested by the Ministry. Request was made to urgently send a copy of the resolution constituting the study group, so that Ministry may suggest a few names to be involved in the study so as to make its recommendation more widely acceptable. Request was also made to suspend construction activities, pending receipt of EIAS's report. Learned Advocate General and Mr. Rath appearing for some of the intervenors submitted that there has been no infraction of any statutory provision, and even if for the sake of argument it is conceded that there was some unintentional breach, the same is of no consequence. Article 21 of the Constitution has to get preference over other provisions, and the citizens can not be deprived of their basic amenities of life. We do not propose to go into those questions now. It is further stated by learned Advocate General that construction of two bridges is concerned, the same has almost reached completion stage. It is submitted that discontinuance of construction at this belated stage would be beneficial to none, and may on the other hand, cause great inconvenience. Learned counsel for petitioner submitted that further continuance of construction would render the writ petition infructuous. According to him, several infractions of statutory provisions have been made and the sanctuary is in peril.

2. Considering the rival submissions, we feel that interest of all concerned can be protected if following arrangement is made:

- (a) Let the State constitute EIAS study group forthwith, and copy of the resolution constituting study group be sent to the Ministry of Environment and Forests, Government of India forthwith, if not already done. Central Government shall suggest names to be involved in the study within two weeks from the date of receipt of the resolution.

- (b) Study group shall grant opportunity to those interested to indicate their suggestions and proposal. The group shall consider proposals or suggestions, if any submitted in writing, public notice be given to by the committee inviting suggestions and proposals from all those who are interested. Let notice be published in this regard in five daily newspapers having wide circulation, within three weeks from today. Atleast two of the dailies should be of Oriya language. It may be notified by radio and television broadcast, if feasible.
- (c) Let the committee submit its report as expeditiously as practicable preferably within three months. Learned Advocate General undertakes to file a copy of the report after receipt from the committee.
- (d) Let jetty, construction of which has been completed as stated by learned Advocate General, not function till 31.10.1994.

We have not expressed any opinion about the merits of case and the order passed today shall not be contrued to be expression of any opinion on merits. Learned Standing Counsel (Central) prayed for time to file counter affidavit. Let the counter affidavit be filed by 25.10.1994. Learned Advocate General stated that he has not received any instruction from opposite parties 4 and 5.

Copies of this order be handed over to learned Standing Counsel (Central) and learned Advocate General. Put up this case on 31.10.1994.

Sd/- A. Pasayet,
Judge

Sd/- S.K. Mohanty,
Judge

True Copy

Sd/-
Superintendent
O.J.C. Branch-VI

[Translation]

Gauge Conversion

3085. SHRI DHARMANNA
MONDAYYA SADUL: Will the Minister of
RAILWAYS be pleased to state:

manufacturing metre gauge coaches
competent to manufacture broad gauge
coaches in view of conversion of MG to
BG;

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

(a) whether the Government
propose to make the present Undertaking

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (c). M/s. Jessop and Company Ltd., a Central Government Public Sector Undertaking is the only unit manufacturing exclusively M.G. Railway coaches. As the requirement of B.G. Railway coaches can be met in-house, there is at present no intention to get B.G. Railway coaches manufactured by M/s Jessops.

Railway Projects in Gujarat

3086. SHRI CHHITUBHAI GAMIT: Will the Minister of RAILWAYS be pleased to state:

(a) the details of those rail projects of Gujarat which were approved during the Seventh Five Year Plan but have not been implemented till date;

(b) the names of those projects on which the funds sanctioned for the above rail projects have been spent;

(c) whether the Government have included these pending and approved projects in the Eighth Five Year Plan;

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

(e) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b).

(i) Kapadvanj – Modasa new BG line (60.50 kms).

(ii) Godhra – Indore via Dahod, Sardarpur, Dhar and between Dewas - Maksi (316 kms – about 110 kms in Gujarat).

(iii) Development of direct BG rail route from Viramgam to Jodhpur–gauge conversion/new line from Bhildi to Viramgam.

A sum of Rs. 739.70 lakhs has been spent on Kapadvanj – Modasa new BG line project and Rs. 14.84 crores on Dewas - Maksi new line. No funds have been diverted from these projects elsewhere.

(c) and (d). These projects are included in the list of ongoing works even though these have been temporarily frozen due to constraint of resources.

(e) Does not arise.

[English]

Constitution of the Standing Committee

3087. SHRI S.M. LALJAN BASHA: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the details of the composition of the Standing Committee of Weights and Measures Rules, 1977;

(b) when this committee was constituted;

(c) whether any public representative has been included in this committee;

(d) whether only urban based consumer activists were nominated;

(e) if so, the details thereof; and

(f) the steps proposed to be taken to review the decisions of this committee?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) A copy of the Order constituting the Standing Committee to review the provisions of the Standards of Weights and Measures (Packaged

Commodities) Rules, 1977 is enclosed in a *Statement*.

(b) The Committee was constituted on 5 April, 1994.

(c) to (e). Consumer Organisations operating in the Northern, Eastern, Western and Southern regions of the country are represented on the Committee.

(f) The recommendations of the Committees are duly examined in the Ministry before they are given effect to.

STATEMENT

WM-10(38)/93

Government of India

Ministry of Civil Supplies, Consumer Affairs
and Public Distribution
Weights and Measures

Block 12-A Jamnagar House,
New Delhi-110011

Dated : 5th April, 1994.

Subject : Constitution of a Standing Committee to review the provisions of the Standards of Weights and Measures (Packaged Commodities Rules, 1977).

A Standing Committee is constituted to examine, review, and make suitable recommendations to the Government from time to time on changes in the provisions of the Standards of Weights and Measures (Packaged Commodities) Rules, 1977 and policy matters related thereto. The Standing Committee will consist of:

- | | |
|--|-------------|
| 1. Joint Secretary incharge of
Weights and Measures | Chairperson |
|--|-------------|

Officials

- | | |
|--|--------|
| 2. A representative of
Bureau of Indian Standards (BIS) | Member |
| 3. A representative of Ministry
of Food Processing | Member |
-

- | | |
|--|--------|
| 4. A representative of Prevention
Food Adulteration Division M/o Health, DGHS | Member |
| 5. A representative of Ministry
of Industry | Member |
| 6. Controller of W & M Delhi | Member |
| 7. Controller of W & M U.P. | Member |

Industry Representatives

- | | |
|--|--------|
| 8. Representative of Fed. of
Indian Chambers of Commerce and
Industry, New Delhi | Member |
| 9. Representative of Confederation
of Indian Industries, New Delhi | Member |
| 10. Representative of PWD
Chambers of Commerce and
Industry, New Delhi | Member |
| 11. Representative of the
Associated Chambers of Commerce
& Industry, New Delhi | Member |

Consumer Organisations

- | | |
|--|--------|
| 12. "Common Cause",
A-31, West End, New Delhi-110021 | Member |
| 13. "Consumer's Action Forum"
5/1, Red Cross Place, Calcutta-700062 | Member |
| 14. "Consumer Guidance Society of
India, Hutment-J, Mahapalika Marg,
Opp. Cama Hospital, Bombay-400001 | Member |
| 15. Federation of Consumer
Organisations, Tamil Nadu,
30 Teacher's Colony, Adyar,
Madras-600020. | Member |

Member Secretary

- | | |
|-------------------------------|------------------|
| 16. Director, Legal Metrology | Member Secretary |
|-------------------------------|------------------|

Co-Option

The Committee may Co-opt experts from the field related to the product/issue under review.

Term of the Committee

The term of the Committee shall be 2 years, and it may meet as and when necessary.

The official members will draw their TA & DA for the meeting from their respective Ministries/Deptt./Offices and other non-official members would be paid TA & DA as per financial rules.

Sd/-

(Sathi Nair)

Joint Secretary to the Govt. of India

Copy to all the Members.

Navodaya Vidyalayas

3088. SHRI D. VENKATESWARA
RAO:
DR. K.D. JESWANI:

Will the Minister of HUMAN
RESOURCE DEVELOPMENT be pleased
to state:

(a) the number of Navodaya
Vidyalayas functioning at present in the
country, State-wise; and

(b) the number of Navodaya
Vidyalayas likely to be set up during this
year with special reference to Andhra
Pradesh?

THE DEPUTY MINISTER IN THE
MINISTRY OF HUMAN RESOURCE
DEVELOPMENT (DEPARTMENT OF
EDUCATION AND DEPARTMENT OF
CULTURE) (KUMARI SEJLA): (a) 320
Navodaya Vidyalayas are at present
functioning in the country as per
Statement enclosed.

(b) 80 Navodaya Vidyalayas are
likely to be set-up during the year subject
to the provision of land and temporary

accommodation as per the norms by the
State Government concerned.

In Andhra Pradesh Navodaya
Vidyalayas have been sanctioned in all
the districts except for Hyderabad, for
which a proposal has been received by
the Samiti.

STATEMENT

*Navodaya Vidyalayas Functioning as
on date*

1. Andhra Pradesh	21
2. Arunachal Pradesh	5
3. Assam	1
4. Bihar	27
5. Goa	2
6. Gujarat	10
7. Haryana	12
8. Himachal Pradesh	10
9. Jammu & Kashmir	14
10. Kerala	11
11. Karnataka	18

12.	Madhya Pradesh	42
13.	Maharashtra	24
14.	Manipur	8
15.	Meghalaya	4
16.	Mizoram	3
17.	Orissa	12
18.	Punjab	10
19.	Rajasthan	23
20.	Sikkim	2
21.	Nagaland	2
22.	Tripura	2
23.	Uttar Pradesh	44
24.	Andaman & Nicobar	2
25.	Chandigarh	1
26.	Dadar & Nagar Haveli	1
27.	Daman & Diu	2
28.	Delhi	2
29.	Lakshadweep	1
30.	Pondicherry	4
Total		320

Metropolitan Environmental Improvement Programme

3089. SHRI CHITTA BASU: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government propose to draw up a 'Metropolitan Environmental Improvement Programme' especially for Calcutta;

(b) if so, the details thereof indicating the cost involved therein; and

(c) the steps taken by the Government so far in that direction?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) The Government of West Bengal had prepared a proposal to seek external assistance for formulating the 'Calcutta Environmental Management Strategy and Action Plan (CEMSAP).

(b) and (c). The CEMSAP has three distinct phases. In the first phase a 'Metropolitan Environmental Profile' will be prepared. In the second phase, an 'Environmental Management Strategy' based on the Environmental Profile and taking into consideration legal, financial and institutional aspects, will be evolved. In the third and final phase, an Action Plan with an investment outlay, based on the priorities, degree on vulnerability, and the most threatened living aspects, will be prepared. The financial requirement for implementing the Action Plan will be known after it is finalised.

In this connection, an ODA Team visited Calcutta in May, 1994. The Aide-Memoir submitted by this Mission indicated suitability of this Project for assistance from the ODA. The proposed study programme will last for about 18 months.

[Translation]

Railway Coupons

3090. SHRI SANTOSH KUMAR GANGWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether documents worth lakhs of rupees such as railway coupons meant

for MLAs are being stolen away from the printing press at Howrah under Eastern Railway;

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

(c) the loss suffered by the Government therefrom?

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

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

[English]

Nehru Yuvak Kendras

3091. SHRI MOHAN RAWALE:
SHRI AVTAR SINGH
BHADANA:
SHRI SHIVLAL NAGJIBHAI
VEKARIA:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of Nehru Yuvak Kendras opened in each State during 1993-94 and proposed to be opened during 1994-95;

(b) the total expenditure incurred on these centres in each State during each of the last three years;

(c) the details of the activities of these centres during the above period;

(d) whether an assessment of the performance of Nehru Yuvak Kendras and the proper utilisation of funds provided

for their activities has been undertaken; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): (a) During 1993-94, 15 Nehru Yuvak Kendras were opened in States and during 1994-95, 15 Nehru Yuva Kendras have been sanctioned for opening in 12 States as per *Statement* enclosed.

(b) Information is being collected and will be laid on the Table of the House.

(c) Each Nehru Yuva Kendra undertakes activities according to the programme of activities laid down in the annual action plan. Such activities include Vocational Training, Work Camp, Cultural Festival, Block Level Campaigns, Rural Sports, Youth Leadership Training Programmes, Social Campaigns etc.

(d) and (e). Proper Administrative system exists to receive regular reports and returns from each Kendra on the activities. The Board of Governors also reviews the working of the Nehru Yuva Kendras in its periodical meetings. In addition, Planning Commission made a quick study of the Nehru Yuva Kendra in 15 States, report of which was available in March, 1991. The report observed, *inter alia*, that "The Nehru Yuva Kendra Scheme has made a dent and its usefulness, particularly, in taking up constructive activities, like Youth Leadership Training Programme, National Integration Camps, Social Services etc. was felt in almost all the villages."

STATEMENT*List of New Kendras opened during the year 1993-94*

Name of the District	State
Lohit	Arunachal Pradesh
East Singhbhum	Bihar
Banka	Bihar
Buxar	Bihar
Bhavnagar	Gujarat
Ahmednagar	Maharashtra
Pune	Maharashtra
Sindhudurg	Maharashtra
Raj Samand	Rajasthan
West Distt. Sikkim	Sikkim
Mau	Uttar Pradesh
Maharajganj	Uttar Pradesh
Amethi	Uttar Pradesh
Diglipur	Andaman & Nicobar Islands
Naupada	Orissa

List of New Nehru Yuva Kendras sanctioned for opening during the year 1994-95

Name of the District	State
Kokrajhar	Assam
East Garo Hills	Meghalaya
Chhimitupuri	Mizoram
Villupuram	Tamil Nadu
Karaikal	Pondicherry
Beed	Maharashtra
Wardha	Maharashtra
South Goa	Goa
Firozabad	Uttar Pradesh
Sonebhadra	Uttar Pradesh

Name of the District	State
Kaithal	Haryana
Baran	Rajasthan
Bhabua	Bihar
Sapaul	Bihar
Khurda	Orissa

[Translation]

Environmental Commission

3092. SHRI SURAJBHANU SOLANKI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the matter for constituting an Environmental Commission has been examined;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the time by which it is likely to be set up?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Yes, Sir.

(b) and (c). The Ministry of Environment and Forests has constituted a National Environment Council vide resolution No. F. 23012/32/92-GC dated 23rd November, 1992. The Council is a 'think-tank' on important environment policy matters and also provides planning and other inputs in an advisory capacity on issues and matters on environment

of national concern. Since the constitution of the Environment Council takes care of the national level consultation on environmental matters, it has been decided not to constitute an Environment Commission.

(d) Does not arise.

[English]

Shifting Cultivation

3094. SHRI K. PRADHANI: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government have identified the States where shifting cultivation has posed a serious problem to the environment;

(b) if so, the details thereof indicating the estimated and affected by shifting cultivation, State-wise; and

(c) the steps taken by the Government to curb the problem?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b). The details of State-wise area

affected by Shifting Cultivation are as under:

Sl. No.	States/UTs	Area (in million hectares)
1.	Andhra Pradesh	0.15
2.	Arunachal Pradesh	0.21
3.	Assam	0.14
4.	Bihar	0.08
5.	Madhya Pradesh	0.13
6.	Manipur	0.36
7.	Meghalaya	0.27
8.	Mizoram	0.19
9.	Nagaland	0.08
10.	Orissa	2.65
11.	Tripura	0.11
Total		4.37

(c) The following steps are taken to curb the practice of shifting cultivation:

- Promotion of settled agriculture through land development, animal husbandry, horticulture, social forestry and pasture development,
- Implementing programmes of subsidiary occupation namely Cottage Industries, Poultry, Piggery, Pisciculture etc.,
- Development of infrastructural facilities through construction of village roads and stores; and
- Organising training programmes for the beneficiaries.

The Scheme for Control of shifting cultivation which was in operation till 1992, was transferred to the States as per National Development Council decision.

[Translation]

Railway Bridges

3095. DR. GUNVANT RAMBHAU SARODE: Will the Minister of RAILWAYS be pleased to state:

(a) the number of such railway bridges between Bhusaval and Nagpur railway stations of Central Railway which are more than sixty years old and requires repairing and reconstruction;

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

(c) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) 91.

(b) and (c). Yes, Sir. The details are:

No. of Bridges	Status of work relating to reconstruction/repairs
11	Work of reconstruction is in various stages of progress.
17	Proposals for rebuilding are under process.
63	These bridges need only ordinary minor repairs and are attended to as required.

[English]

Supplies in Super Bazar

3096. PROF. RAMESH CHAND TOMAR: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the norms in regard to selection of suppliers in Super Bazar;

(b) whether the Government have received complaints about the alleged irregularities in this regard;

(c) if so, the details thereof; and

(d) the action taken against the guilty officials?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) Super Bazar has reported that while selecting suppliers, the status of the suppliers i.e. whether they are manufacturers, distributors etc., their marketing capacities, business standing and their capacity to supply as per the requirements of the Store, are ensured. It is also ensured that they are registered dealers under the Delhi State Sales Tax. In addition, an undertaking is taken from them to the effect that they would not sell the product to any other Organisation/ Institution on a price lower than the one quoted to Super Bazar.

(b) to (d). References were received and Super Bazar was advised to take appropriate action in the matter. As a

policy, Government does not interfere in the day-to-day functioning of the Store.

Restriction on Foodgrains Trade

3097. SHRI CHETAN P.S. CHAUHAN: Will the Minister of FOOD be pleased to state:

(a) the States which have removed and which have not removed restrictions on the Inter-State Foodgrains Trade at present;

(b) whether these restrictions hamper growth and development and are against the new economic policy; and

(c) if so, the steps Government propose to take to get these restrictions removed?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) to (c). With a view to enable the farmers to get the best price for their produce anywhere in the country, in March '93 Central Government, adopted the policy of treating the entire country as a single food zone and the State Government's/Union Territory Administrations were requested to remove movement restrictions, if any, on foodgrains. All the State Governments except Andhra Pradesh, Tamil Nadu and West Bengal have informed that either they have no movement restrictions on foodgrains or they have removed the existing restrictions. States of Andhra Pradesh, Tamil Nadu and West Bengal have imposed restrictions on movement of rice/paddy.

Recently, meetings have been held with the officials of the concerned State Governments and they have been

requested to review their existing policy of restrictions on movement of foodgrains.

Globalisation Education Policy

3098. SHRI SANDIPAN BHAGWAN THORAT: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether with the implementation of open market globalisation policy, Government have given some directives to University Grants Commission to evolve some educational programmes so as to attract foreign students to pursue their studies in India;

(b) if so, the details thereof; and

(c) the number of foreign students getting higher education in India and the extent to which new educational programmes are likely to create additional inflow of students in the country?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) The Government has not issued any directive to UGC to evolve programme to attract foreign students.

(b) Does not arise.

(c) The information as to the number of foreign students studying in India is being collected and will be laid on the Table of the Sabha.

Freight Movement

3099. SHRI SANAT KUMAR MANDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether an inter-ministerial meeting was convened in the capital on 21 July, 1994 for a mid-term appraisal of the Railways' 5-year Corporate Plan to fix realistic targets for freight movement;

(b) if so, the outcome of the discussions held at this meeting; and

(c) the action taken by the Government in this regard and the target set in this behalf?

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

(b) and (c). It was a preliminary meeting to assess revenue earning freight traffic likely to be offered from various core sectors of the economy. On the basis on information made available the target for revenue earning freight traffic for the Terminal year will be fixed in consultation with the Planning Commission.

Oil Palm Cultivation

3100. SHRI J. CHOKKA RAO: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Union Government are providing any financial assistance to State Governments for the cultivation of oil palm;

(b) if so, the amount allocated during each of the last three years, State-wise; and

(c) the number of oil extracting units established in the country, location-wise?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SERVICES AND THE

MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) Yes, Sir.

(b) The following amount has been released by Government of India during the last three years:

State	Amount released by GOI (Rs. lakhs)		
	1991-92	1992-93	1993-94
Andhra Pradesh	266.24	341.68	717.06
Karnataka	270.79	235.55	421.53
Tamil Nadu	80.38	108.45	137.54
Gujarat	31.02	44.35	67.42
Goa	4.50	24.47	17.12
Kerala	6.95	—	—
Tripura	—	5.40	—
Orissa	—	8.10	6.00
Assam	—	15.00	—
	659.88	783.00	1366.67

(c) In addition to two Palm Oil extracting units one each at Kottayam in Kerala and Little Andaman in Andaman and Nicobar Islands, two more units have been set up each at Pedavegi in Andhra Pradesh and Karehalli in Karnataka.

Electrification of Lines

3101. SHRI ANADI CHARAN DAS:
Will the Minister of RAILWAYS be pleased to state:

(a) whether Kharagpur-Khurda line has been approved for electrification during 1994-95; and

(b) if not, the reasons therefor?

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

(b) Proposal for electrification of Kharagpur-Bhubaneswar/Khurda Road

has been sent to the Planning Commission. After clearance by Planning Commission, Parliament will be approached for approval.

Central Inland Fisheries Research Institute

3102. SHRI THAYIL JOHN ANJALOSE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government propose to set up a branch office of the Central Inland Fisheries Research Institute in Alleppey, Kerala; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). The Central Inland Capture Fisheries Research Institute (CICFRI) has deputed a team for undertaking research on fisheries ecology of the Vembanad Lake and the associated water bodies. Skeletal staff has been positioned at the site.

Indo-Syria Collaboration

3103. SHRI JAGMEET SINGH BRAR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether India and Syria have recently signed a cooperation programme in the field of agriculture and allied sectors; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI

ARVIND NETAM): (a) Yes, Sir. A Programme of Cooperation (P.O.C.) in the field of agriculture and allied sectors between India and Syria was signed in Damascus on 19th June, 1994.

(b) The P.O.C. provides for developing cooperation in various areas of agriculture including field crops, horticulture, food processing, plant protection and quarantine, animal production and health, soil and water resources management, agriculture extension, aquaculture and marine resources. Collaborative activities are proposed to be carried out through exchange of information, germplasm, experts, training of personnel, consultancy etc.

Over Bridge at West Hill Railway Gate

3104. SHRI K. MURALEE DHARAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have accepted the proposal for construction of foot over-bridge at West Hill Railway gate in Southern Railway; and

(b) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). As per rules, foot over bridge for use of public to cross from one side of Railway tracks to other can only be provided on 'deposit' terms. Proposal for the same has to be sponsored by State Government/Local authority duly agreeing to bear the full costs, initial capital as well as recurring maintenance, as per extent rules. No such proposal in this regard has been received from the State Government/Local Authority.

Assistance to State under P.D.S.

3105. SHRI ANNA JOSHI: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the amount of assistance given to the States and Union Territories for the development of public distribution during the last three years, year-wise, Union Territory-wise and State-wise;

(b) whether some State Governments/UTs have demanded more assistance during the current year for the purpose and submitted some proposals in this regard;

(c) if so, the details thereof, State-wise/Union Territory-wise; and

(d) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE
MINISTRY OF CIVIL SUPPLIES,

CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) A *Statement* showing State-wise, UT-wise assistance provided under the Plan Scheme for the Public Distribution System (PDS) in 1991-92, 1992-93 and 1993-94 is enclosed.

(b) to (d). State Governments/UT Administrations submit proposals for financial assistance under the Plan Scheme operated by the Ministry. The level of assistance sought by the States may vary from year to year depending on their assessment of requirements. The Plan Schemes under the PDS are meant to supplement the effort of the State Governments and UT Administrations who are primarily responsible for operational/functional aspects of the PDS. The Government keep in mind the genuine needs of all the States while making available funds to them within the overall availability of funds for the schemes during the year.

STATEMENT

(figures in lakhs)

Sl. No.	States/UTs	Purchase of Vans			Construction of Godowns			Training Scheme		
		1991-92	1992-93	1993-94	1991-92	1992-93	1993-94	1991-92	1992-93	1993-94
1.	Andhra Pradesh	—	60.00	—	—	—	—	0.38	0.38	0.30
2.	Arunachal Pradesh	—	—	20.00	—	4.00	23.70	0.15	—	0.25
3.	Assam	—	—	—	—	—	—	0.46	—	0.31
4.	Bihar	—	40.00	—	—	48.00	35.04	—	—	0.45
5.	Goa	—	—	—	—	—	—	—	—	0.25
6.	Gujarat	—	—	—	—	—	64.64	—	0.50	0.15
7.	Haryana	25.00	40.00	—	—	—	—	—	0.22	—
8.	Himachal Pradesh	—	—	48.00	—	—	—	0.25	—	—
9.	J & K	32.50	40.00	—	—	—	82.45	—	—	0.15
10.	Karnataka	25.00	48.00	—	—	132.00	—	0.38	—	0.20
11.	Kerala	22.50	60.00	—	—	—	41.50	0.38	—	0.45
12.	Madhya Pradesh	—	—	80.00	—	98.04	98.04	0.74	0.46	—
13.	Maharashtra	30.00	60.00	60.00	—	77.50	19.98	0.23	0.30	0.29
14.	Manipur	—	—	24.00	—	—	18.00	—	—	—
15.	Meghalaya	—	12.00	—	—	—	—	—	—	0.10

(figures in lakhs)

Sl. States/UTs No.	Purchase of Vans			Construction of Godowns			Training Scheme		
	1991-92	1992-93	1993-94	1991-92	1992-93	1993-94	1991-92	1992-93	1993-94
16. Mizoram	—	32.00	—	—	61.35	22.20	—	—	—
17. Nagaland	—	24.00	—	—	25.00	—	0.15	—	0.15
18. Orissa	40.00	60.00	40.00	—	208.00	—	—	—	—
19. Punjab	10.00	—	—	—	—	—	—	—	—
20. Rajasthan	20.00	—	140.00	—	—	20.70	—	—	—
21. Sikkim	0.23	—	16.00	—	5.00	55.75	0.26	—	—
22. Tamil Nadu	—	32.00	32.00	—	—	—	0.38	0.57	0.35
23. Tripura	—	4.00	9.00	—	30.00	—	—	—	—
24. Uttar Pradesh	—	—	100.00	—	—	—	0.82	0.30	1.23
25. West Bengal	—	72.00	28.00	—	96.46	—	0.37	0.63	0.60
26. A & N Islands	—	12.00	—	31.00	10.00	—	—	—	—
27. Lakshadweep	—	—	—	7.50	—	—	—	—	—
Total	205.23	596.00	597.00	38.50	795.35	482.80	4.95	3.36	5.23

Shatabdi Express Trains

3106. SHRI JITENDRA NATH DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to introduce Shatabdi Express Trains on the Eastern and South Eastern Railway;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) At present there is no proposal.

(b) Does not arise.

(c) Operational and resource constraints.

Railway Network in Assam

3107. SHRI PROBEN DEKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have any plan to extend the railway network to under-developed areas of Assam;

(b) if so, the details thereof;

(c) whether there is any proposal to conduct a survey of a railway line from Mangaldoi to Guwahati; and

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

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

(b) Construction of BG railway line from Jogighopa via Goalpara to Guwahati (142 kms.) is in progress.

(c) No, Sir.

(d) Darrong District and Mangaldoi (district headquarters of Darrong District) are being served at present by the existing MG railway line of Rangiya-Rangapara North section. The nearest rail head is Tangla. The distance from Tangla to Mangaldoi is approximately 32 kms. Moreover Mangaldoi is well connected with N.H.-52/all weather road communication.

Moreover, the Railways are facing severe resource constraint due to which this proposal could not be considered.

Fake Railway Tickets

3108. SHRI R. SURENDER REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of fake railway tickets being sold at Lucknow Railway Station for different destinations and printing machines etc. were seized by the Central Bureau of Investigation (CBI) during the second week of July, 1994 as reported in "The Hindu", Delhi edition, dated 15th July, 1994;

(b) if so, the factual details of the fake railway tickets unearthed by the CBI indicating *inter-alia*, the modus-operandi of the operators racket, the number of tickets seized and their destinations, the number of persons including railway employees involved etc.;

(c) whether the investigation conducted by the CBI has been completed;

(d) if so, the outcome thereof;

(e) the measures taken by the Railway authorities to check fake railway ticket racket at the other railway stations in the country; and

(f) the details of the punishment awarded to the railway employees and others involved in the racket?

THE MINISTER OF RAILWAYS
(SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir. A raid was conducted by CBI/ Lucknow in June, 1994.

(b) to (d). Factual details of tickets seized, modus-operandi etc. have not been received. Four railway employees and three outsiders have been arrested by CBI and four railway employees are absconding. Such matters are dealt with by CBI.

(e) To prevent sale of fake railway tickets, regular surprise checks by Anti-Fraud Squads of Commercial Department and by Vigilance Organisation continue throughout the country.

(f) Two railway employees were removed on account of such racket on Northern Railway. As regards outsiders, action is taken by the GRP and CBI.

[Translation]

Ticketless Travellers

3109. SHRI CHANDRESH
PATEL:
SHRI JAGAT VIR SINGH
DRONA:
SHRI RAMA KRISHNA
KONATHALA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the number of ticketless passengers is increasing;

(b) if so, the number of such passengers arrested in each zone, particularly in various regions of Gujarat under Western Railway since January 1, 1994 till date;

(c) the amount of fine recovered from them;

(d) whether the railway employees in connivance with the coach attendants and ticket checkers allow these ticketless passengers to travel in each and every coach and extort money from them;

(e) the number of railway employees, ticket checkers and coach attendants against whom action has been taken by the Government; and

(f) the concrete steps being taken at present to check ticketless travelling and the scheme evolved for future in this regard?

THE MINISTER OF RAILWAYS
(SHRI C.K. JAFFER SHARIEF): (a) No, Sir. However, due to vigorous drive undertaken by the Railways, the number of persons apprehended travelling without ticket has gone up from 35 lakh in 91-92 to 37.93 in 92-93 and 48.47 lakh in 93-94.

(b) and (c). State-wise figures are not maintained. However, during the period from January to May, 1994, (latest available) 0.78 lakh persons were arrested on all the Railways out of whom 0.32 lakh persons were sent to jail. Judicial fine amounting to Rs. 39.45 lakh was recovered from them. On Western Railway alone major portion of which is covered by Gujarat State, 12,303 persons were

arrested out of whom 5,797 were sent to jail and judicial fine Rs. 2,25,608 was recovered from them.

(d) Regular checks by Officers, Vigilance organisations and Anti-fraud wing are conducted to detect the ticket checking staff involved in malpractices. Whenever any staff is found indulging in any type of malpractice, stern action is taken against him.

(e) Information is being collected and will be laid on the Table of the Sabha.

(f) The measures taken to curb ticketless travel include regular surprise/magisterial checks, publicity campaigns through different media and deterrent penalties provided in the new Railway Act. Instructions have been issued to the Railways to launch special drives against ticketless/irregular travel with the assistance of Government Railway Police and Railway Protection Force.

[English]

Diesel Loco Sheds

3110. SHRI LALL BABU RAI: Will the Minister of RAILWAYS be pleased to state:

(a) the locations of the diesel-loco sheds at present in the country and the capacity thereof;

(b) whether the Government had approved proposals during 1991-92 for setting up of diesel-loco sheds;

(c) if so, the details thereof;

(d) whether any proposal has been abandoned; and

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

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) A *Statement* is enclosed.

(b) and (c). Construction of diesel loco sheds at Jhajha and Angul were sanctioned in 1991-92;

(d) and (e). Yes, Sir. In view of electrification of Asansol-Jhajha-Patna-Mughal Sarai route, the proposal for setting up of a new diesel loco shed at Jhajha has been dropped.

STATEMENT

Name of shed	Planned Capacity (Locos)
Broad Gauge	
1. Itarsi	150
2. New Katni Jn.	150
3. Jhansi	60
4. Pune	100
5. Kalyan	40
6. Kurla	60
7. Agra	25
8. Howrah	60
9. Burdwan	60
10. Andal	50
11. Patratu	100
12. Mughal Sarai	20
13. Beliaghata	50
14. Jamalpur	60
15. Tuglakabad	100

Name of shed	Planned Capacity (Locos)
16. Ludhiana	100
17. Mughal Sarai	75
18. Shakurbasti	100
19. Lucknow	60
20. Gonda	60
21. Malda Town	60
22. Erode	100
23. Krishnarajapuram	60
24. Tondiarpet	50
25. Emakulam	20
26. Kazipet	100
27. Gooty	100
28. Maula Ali	20
29. Vijayawada	20
30. Vishakhapatnam	120
31. Bondamunda	100
32. Bokaro Steel City	50
33. Kharagpur	60
34. Ratlam	100
35. Vatva	115
36. Bandra	45
Metre Gauge	
1. Bhagat-Ki-Kothi	80
2. Gonda	50
3. Izatnagar	50
4. Siliguri	60
5. New Guwahati	50
6. Ponmalai	100
7. Guntakal	150

Name of shed	Planned Capacity (Locos)
8. Maula Ali	20
9. Abu Road	100
10. Sabarmati	100
11. Gandhidham	20

[Translation]

Research and Training Centres in Gujarat

3111. SHRI N.J. RATHVA: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) the objectives of the Research and Training Centres functioning at present in Gujarat;

(b) the total amount spent are likely to be spent on setting up of these centres and the financial assistance provided by the Government during the last three years; and

(c) the details of the various functions performed by these centres during the said period?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) There is only one Centre, set up by the Ministry of Environment and Forests, which is functioning at present in the State of Gujarat, and that is the Centre for Environment Education (CEE) at Ahmedabad. The main objectives of this Centre are to create environmental awareness among children, youth and the general public.

(b) Since its inception in August, 1984, an amount of Rs. 1305.38 lakhs has been provided as grants-in-aid for setting up and running the Centre. Its future requirements will be decided by the Government on year to year basis. The Centre has been provided the following financial assistance during the last three years.

(Rs. in lakhs)

1993-94	1992-93	1991-92
201.00	161.00	180.00

(c) Following major functions have been performed by the Centre since its inception.

- (i) Developed variety of resource material on environmental education for school children;
- (ii) Conducted countrywide teacher training programmes;
- (iii) Worked for establishing and strengthening of linkages between NGOs, State Departments of Education, colleges and schools;
- (iv) Designed, fabricated and installed interpretative programmes for some National Zoological Parks;
- (v) Organised training in environmental education;
- (vi) Published newsletters/leaflets/pamphlets etc. in various languages;

- (vii) Has set up an environmental education bank and user-friendly computerised database to help educators to develop locate-specific education material;
- (viii) Conducted an awareness and training programme on water-related health and sanitation issues and programmes on solid wastes management.

[English]

Privatisation of Universities

3112. PROF. UMMAREDDY
VENKATESWARLU:
SHRI SATYA DEO SINGH:
SHRI RABI RAY:
SHRI SURENDRA PAL
PATHAK:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether some University Teachers Unions have objected to the privatisation of Universities;

(b) if so, the details thereof;

(c) whether higher education will become beyond the reach of the common man if private trusts and organisations are allowed to establish and run their own universities;

(d) if so, whether the Government have examined the long term consequences of such a policy; and

(e) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) UGC has informed that the Commission has not received representation from any Teachers' Organisation.

(b) Does not arise.

(c) to (e). UGC was requested for its opinion regarding establishment of privately-funded universities. Commission has submitted its views, which are under consideration of the Government.

[Translation]

Distance Education

3113. SHRI RAM NIHOR RAI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Government propose to promote distance education;

(b) if so, the amount earmarked by the Government to make distance educations more useful;

(c) the name of the institutions to which the amount has been provided by the Government during last two years along with its details; and

(d) the names of the institutions in Uttar Pradesh, Haryana and Punjab which impart distance education?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and

(b). Yes, Sir. An allocation of Rs. 60 crores has been made in the 8th five year plan for establishment and development of IGNOU. A provision of Rs. 5 crores (from this provision) has been made for supporting State Open Universities. In addition to this a sum of Rs. 11 crore has been allocated to National Open School in the 8th five year plan.

(c) According to the information furnished by the Indira Gandhi National Open University, during the last two years (1992-93 and 1993-94) the following grants were sanctioned to State Open Universities by the Distance Education Council set up under the IGNOU Act:

Yashwantarao Chavan Rs. 51.60 lakhs
Maharashtra Open
University, Nasik

Dr. B.R. Ambedkar Rs. 53.20 lakhs
Open University,
Hyderabad

Kota Open University, Rs. 3.00 lakhs
Rajasthan (1992-93)

(d) There are no Open Universities in Uttar Pradesh, Haryana and Punjab. In Haryana, there is one State Open School.

[English]

Bankura Damodar River Railway Line

3114. SHRI BASUDEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Management of Bankura Damodar River Railway line was

taken over by the Indian Railways in the year 1956;

(b) whether the term of takeover period will expire in 1996;

(c) whether the Government are considering a proposal for nationalisation of the said railway line; and

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

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) The Bankura Damodar River Railway line is being worked by Indian Railways w.e.f. 1.7.67, in terms of an agreement entered into with the owning company.

(b) The agreement provides for an option to the Central Government, recurring at intervals of every ten years, to purchase the line. The next option falls due in 1996.

(c) No, Sir.

(d) Government's policy is not to takeover any Light Railway unless it is justified on financial grounds or a definite public purpose is served thereby. The rationale of this policy is that the limited resources available would have to be conserved to create new assets under the plans rather than utilised for acquisition of existing non-viable necessitating considerable investments by way of replacements, improvement and upgradation.

Ajanta and Ellora Caves

3115. SHRIMATI CHANDRA PRABHA URS: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether it has come to the notice of the Government that cracks developed in the rock sculptures of Ajanta and Ellora caves;

(b) if so, whether the Government have made any survey about the extent of damage done and the cost involved in repairing the same;

(c) whether it is proposed to seek financial assistance from the World Bank for the purpose;

(d) if so, the details thereof; and

(e) the other steps being taken in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE (KUMARI SELJA): (a) Yes, Sir.

(b) The cracks noticed are minor and due to ageing and inherent composition of the rock material. The monuments are inspected periodically and necessary conservation and preservation measures, as per archaeological norms are taken.

(c) No, Sir.

(d) Does not arise.

(e) Some of the steps taken for the proper conservation and preservation of the Ajanta and Ellora caves are:

- (i) Provision of a series of storm water drains to divert the rain water from flowing over the caves.

- (ii) Sealing of the exposed open joints in the rocks.
- (iii) Edging/filleting of sculptures to check scaling of rock surface over sculptures.
- (iv) Chemical treatment.
- (v) Structural repairs as per the actual needs.
- (vi) Environmental development around the caves.

Kerala Kalamandalam

3116. SHRI V.S. VIJAYA-RAGHAVAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any proposal to declare Kerala Kalamandalam an institution of national importance;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) No, Sir.

(b) Does not arise.

(c) The detailed proposal in this regard is yet to be received by the Government.

Incentive to Vanaspati Industry

3117. SHRI RAMESHWAR PATIDAR: Will the Minister of CIVIL

SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether the Government have received representations to give more incentives to the Vanaspati Industry;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) Yes, Sir.

(b) The representations received from the Vanaspati Industry include request for exemption from selective credit control, inclusion of Vanaspati in the list of "Declared Goods" rationalisation of sales tax structure, etc.

(c) Does not arise.

Indian Students in Abroad

3120. SHRI S.B. SIDNAL:
SHRI RAM PRASAD
SINGH:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of students sent abroad for higher studies and technical education during the last three years;

(b) the number out of them who have come back after completing their studies;

(c) the number of students who are still staying abroad after completion of their studies;

(d) the average expenditure incurred by the Government on each student who had gone abroad for study; and

(e) the number of students who came back after completion of their studies and were able to secure employment?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) A large number of students go abroad for higher studies on their own. It is not feasible for the Government to collect and maintain information about them.

As far as Ministry is concerned, it operates some scholarships/fellowships offered by Central Government/foreign countries. During the last three years 450 students were sent abroad for higher studies/technical education under this programme.

(b) and (c). 85 students out of the above 450 have come back after completing their studies. Others are expected to come when their studies are completed.

(d) The average expenditure incurred under the National Overseas Scholarship Scheme administered by the Ministry of Welfare, is Rs. 7,06,530 per student per year for 30 students sponsored every year for study abroad. Most of the scholarship scheme for study abroad, administered by the Department of Education, are fully funded by the donor countries. In some cases, under

the Cultural Exchange Programmes, Government meets expenditure on airfare by economy class/supplementary grant which vary depending upon the country.

(e) Out of 85 students who came back after their studies abroad, 50 were already employed before their departure and they were absorbed in employment after return. The thrust of the scholarship schemes is to facilitate higher studies/research.

Super Bazar

3121. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to state:

(a) the number of branches, mobile vans, items on inventory, total sales department-wise during 1993-94, rate of margin of profit charged from consumers/ Government departments, the number of employees including officers, category-wise in the Super Bazar and how does these compare with the Kendriya Bhandar;

(b) the reasons for the poor performance of the Super Bazar than the Kendriya Bhandar;

(c) the steps taken/proposed to be taken to infuse efficiency and accountability in Super Bazar;

(d) the reasons for the mini branch stores not placing requirements of all the items;

(e) whether any study has been carried out in this area and if so, the details/outcome thereof; and

(f) the steps taken to check the non placement of requirement of all the items by the mini branches and the details of the items not indented during June, July and August, 1994?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) A *Statement* showing detailed information is enclosed.

(b) and (c). The difference in performance between the Super Bazar and Kendriya Bhandar can be attributed

to the excess staff in the Super Bazar and the high rent cost of the accommodation acquires for setting up the branches of Super Bazar. Super Bazar is taking steps to improve its working by imposing ban on recruitment and computerisation of working of its various Departments in order to tighten, control and efficiently supervise its working.

(d) to (f). Super Bazar has reported that mini branches place their indents as per consumption pattern and demand projections. Periodical review and monitoring are being carried out to ensure that stocks are available at the mini branches.

STATEMENT

Sl. No.	Particular	Super Bazar	Kendriya Bhandar
1.	Number of Branches	150	85
2.	Number of mobile vans	21	4
3.	Item of Inventory	more than 15,000	more than 3900
4.	Sales (Rs. in lakhs)		1993-94
(a) Super Bazar			
(i)	Grocery & Toiletries		6981.64
(ii)	Household and Textiles		1044.04
(iii)	Furniture		801.60
(iv)	Fruits & Vegetables		67.31
(v)	Others		2749.33
	Total		11643.92
(b) Kendriya Bhandar (Sale of Delhi Branches)			
(i)	Grocery		1853.41
(ii)	Consumer		1085.61
(iii)	Ration		516.93

Sl. No.	Particular	Super Bazar	Kendriya Bhandar
(iv)	Stationery		4955.78
	Total		<u>8411.73</u>
5.	Rates of margin charged from:		
		Super Bazar	Kendriya Bhandar
(a)	Consumers/Government Departments	average 8%	average 5.50%
6.	Overall Performance	(Rs. in lakhs)	
		1992-93	1993-94
		(Provisional)	(Provisional)
(i)	Sales	10303	11643.92
			7993.63
			10010
			(including sales) of (branches outside Delhi)
(ii)	Net profit	10.83	40
			195.02
			225
7.	Number of employees:		
	Officers	Employees	Officers
			Employees
	51	2197	28
			380

Weights and Measures Rules, 1977

3122. SHRI S.M. LALJAN BASHA:
Will the Minister of CIVIL SUPPLIES,
CONSUMER AFFAIRS AND PUBLIC
DISTRIBUTION be pleased to state:

(a) whether some products have
been deleted from the list of products
under the Weights and Measures Rules,
1977;

(b) if so, the reasons therefor;

(c) whether the Government have
any proposal to add more products in the
list recommended by the Standing
Committee; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE
MINISTRY OF CIVIL SUPPLIES,
CONSUMER AFFAIRS AND PUBLIC
DISTRIBUTION AND MINISTER OF
STATE IN THE MINISTRY OF
COMMERCE (SHRI KAMALUDDIN
AHMED): (a) Yes, Sir.

(b) As a result of removing the
restriction of pack sizes, consumers will
get a large number of sizes for selection
according to their need and choice.
Further, the indigenous manufacturers
will be able to decide the size according
to consumer preferences and will have
better opportunity to compete with foreign
goods in domestic as well as foreign
markets.

(c) No, Sir.

(d) Does not arise.

(b) Does not arise.

Railway Infrastructure

3123. SHRI D. VENKATESWARA

RAO:

SHRI CHITTA BASU:

SHRI SULTAN SALAHUD-

DIN OWAISI:

SHRI M.V.V.S. MURTHY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Indian Railways are not making due profits as compared to its infrastructure and network;

(b) if so, the reasons therefor; and

(c) the measures being taken for making the Indian Railways a profiteering public sector Unit?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) The Indian Railways are making a surplus after meeting their total working expenses, payment of dividend etc. from the actual revenue receipts realised. The figure of net surplus generated for the last three years and the estimates for 1994-95 are as under:

(Rs. in crores)

Year	Net Surplus
1991-92	509.47
1992-93	783.04
1993-94 (Provisional)	1804.39
1994-95 (Estimated)	1970.00

(c) Indian Railways are already a profit making organisation. This has been made possible by better management, higher productivity, better maintenance of assets, technological upgradation and effecting all round economies in working expenses.

*[Translation]***Short Stay Homes**

3124. SHRI SURENDRA PAL PATHAK: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the details of the women and girls provided with temporary shelter and rehabilitation under the scheme of "Short Stay Home for Women and Girls" during each of the last three years, State-wise;

(b) whether several cases of their exploitation in these homes have come to the notice of the Government;

(c) if so, the details in this regard; and

(d) the positive steps taken by the Government against such cases.

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT) (SHRIMATI BASAVA RAJESHWARI): (a) A Statement is attached.

(b) to (d). No, Sir. However, one case was reported by the Government of Himachal Pradesh. On the basis of enquiry and State Government's

recommendations, Government assistance has been stopped from 1993-94 onwards. Appropriate action as per law has also been taken by the Government. Further, wherever such instances of exploitation/unsatisfactory

running of the Home are reported, enquiries through the Central Social Welfare Board and the State Governments concerned are conducted. In case of adverse reports, prompt action is taken.

STATEMENT

The approximate number of women and girls admitted into the Short Stay Homes located in different States/Union Territories during the last three years and their rehabilitation as per available records - Statewise

S. No.	Name of State U.T.	1991-92		1992-93		1993-94	
		Approx. No. of women/ girls given shelter as on 1.3.92	No. of women/ girls rehabilitated during 1991-92	Approx. No. of women/ girls given shelter as on 1.3.93	No. of women/ girls rehabilitated during 1992-93	Approx. No. of women/ girls given shelter as on 1.3.94	No. of women/ girls rehabilitated during 1993-94
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	681	522	763	751	774	579
2.	Arunachal Pradesh	51	63	90	4	88	8
3.	Assam	19	—	24	4	45	37
4.	Bihar	27	72	98	165	121	172
5.	Goa	44	33	54	48	28	27
6.	Gujarat	77	434	87	474	120	365
7.	Haryana	38	22	35	23	33	3
8.	Himachal Pradesh	81	8	57	55	55	70
9.	Jammu & Kashmir	43	—	43	6	23	-
10.	Karnataka	125	129	132	119	150	154
11.	Kerala	123	111	193	347	172	221
12.	Madhya Pradesh	90	68	106	20	95	27
13.	Maharashtra	269	109	464	504	221	273

1	2	3	4	5	6	7	8
14.	Manipur	29	62	34	61	34	13
15.	Orissa	147	59	268	145	350	269
16.	Punjab	43	55	23	18	31	21
17.	Rajasthan	95	312	109	274	80	121
18.	Sikkim	23	24	9	3	—	—
19.	Tamil Nadu	98	157	137	119	78	109
20.	Tripura	44	16	41	6	39	35
21.	Uttar Pradesh	173	213	257	148	278	162
22.	West Bengal	327	272	390	353	453	358
23.	Chandigarh	25	24	40	26	41	25
24.	Dadra & Nagar Haveli	15	20	—	13	24	3
25.	Delhi	20	62	22	40	41	24
26.	Pondicherry	52	14	52	47	58	44
27.	A & N Islands	10	1	6	5	9	—

N.S. The exact number of women and girls given shelter in short Stay Homes varies from day to day. Therefore, a reference date of 1st March has been taken. For rehabilitation, the total number of rehabilitated during a particular year has been taken.

[English]

Stainless Steel Coach

3125. SHRI MOHAN RAWALE: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways propose to procure coaches made entirely of stainless steel;

(b) if so, the details thereof;

(c) the salient features of these coaches;

(d) the estimated cost of one stainless steel coach; and

(e) the trains with which these coaches are likely to be attached and when?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). Railways have taken up the work to develop proto type of all stainless steel coach.

(c) The salient features are:

- Corrosion resistant
- Light weight.

(d) The actual cost will be known after proto type is developed.

(e) No particular train has been earmarked on which these would be attached.

[Translation]

Admission in Universities

3126. SHRI SURAJBHANU SOLANKI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the names of the Universities in the country granting permission for admission in graduate/post-graduate courses without any prior educational qualification; and

(b) the steps taken by the Government for implementing the similar provision in other Universities?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). According to the information furnished by the Indira Gandhi National Open University, the following Open Universities in the country admit students without any prior educational qualification to the B.A./B.Com. degree courses provided they complete a preparatory programme specifically designed for the purpose:

1. Indira Gandhi National Open University, New Delhi.
2. Yashwantarao Chavan Maharashtra Open University, Maharashtra.

3. Kota Open University, Kota, Rajasthan.

It is expected that similar provision for pursuing Bachelors Degree Programme without prior educational qualification will be made by other State Open Universities as and when they are established in different States as envisaged in the National Policy on Education 1986, as modified in 1992, and the Programme of Action (1992). None of these Universities presently admit students without any previous educational qualification to their Masters Degree Programme.

Gauge Conversion between Audihar and Ballia

3127. SHRI VISHWANATH SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the gauge conversion work between Audihar and Ballia has virtually come to a stand still;

(b) if not, the details thereof;

(c) whether the gauge conversion work near Audihar has not been started so far;

(d) if so, the time by which work is likely to be started; and

(e) if not, the details of the work done so far?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (d). The work of gauge conversion of Audihar-Ballia section is already in progress.

(e) 168 kms. of bank out of 171.24 kms. has been widened to BG standard. 105 pipe bridges out of a total of 110 and 52 minor bridges out of a total of 76 have been completed and 9 minor bridges are in progress. Regirdering of 11 out of 18 spans of 61 m each has been completed on Inchcape Bridge. Out of 1,96,000 cum of ballast, 1,14,832 cum has been trained out. The target date for completion of this project is 31.12.95.

Teachers in Kendriya Vidyalayas

3128. SHRI VILASRAO NAG-NATHRAO GUNDEWAR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of posts lying vacant for teachers and other staff including Scheduled Castes/Scheduled Tribes/OBC categories in Kendriya Vidyalayas in Maharashtra;

(b) the action taken to fill up these vacancies and present position in this regard; and

(c) the reasons for delay in filling up these vacant posts?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) Kendriya Vidyalaya Sangathan has intimated that there are 276 posts of teachers lying vacant in 51 Kendriya Vidyalayas located in Maharashtra as on 7.7.94. Details of vacancies of non-teaching posts are being collected and would be laid on the Table of the Sabha.

(b) and (c). Filling up of vacancies is a continuous process. Kendriya

Vidyalaya Sangathan had advertised the backlog vacancies of Scheduled Castes and Scheduled Tribes on 16th April, 1994 and the current vacancies i.e. both general as well as reserved have also been advertised on 28th May, 1994. The Sangathan is making all possible efforts to fill up the vacancies by expediting the recruitment process.

Passenger and Goods Traffic

3129. SHRI TEJSINGHRAO BHONSLE: Will the Minister of RAILWAYS be pleased to state:

(a) whether passenger and goods traffic had been totally disrupted during rains recently in the country;

(b) if so, the names of places where rail traffic was disrupted and the period of disruption at each place;

(c) whether the traffic was also disrupted in these areas during the last monsoon;

(d) if so, the details thereof and the amount of loss suffered by the railways due to it;

(e) whether the Government have adopted some measures to solve such problems;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (g). The information is being collected and will be laid on the Table of the Sabha.

[English]

(d) Question does not arise.

Agricultural Education

3130. SHRI K. PRADHANI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there is a dire need to streamline the agricultural education system in the country;

(b) if so, the appropriate policy and programmes drawn up in this regard;

(c) whether new agricultural universities are proposed to be opened; and

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

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) There is a need for reorientation and improvement in the existing Agril. Education System in order to meet the challenges and emerging needs of agriculture. However, Agricultural Education and Research is a State subject. Presently, agricultural education is imparted by the State Agricultural Universities, which are State Government Institutions and the ICAR provides partial development assistance and technical guidance only.

(b) Policies and programmes to reorient the system are being developed.

(c) The Indian Council of Agricultural Research has no proposal to start any new Agricultural University.

Seeds Producing Companies

3131. SHRI SOBHANADREESWARA RAO VADDE: Will the Minister of AGRICULTURE be pleased to state:

(a) the seed producing companies which are working in collaboration with foreign companies;

(b) the variety of seeds being sold by these companies at present alongwith quantity thereof; and

(c) the variety of seeds imported by these companies annually with details of quantity thereof?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) At present, there are nearly sixty seed producing companies working in collaboration with foreign companies.

(b) and (c). The collaborations of these companies have been approved mainly for production of hybrid sunflower seeds, vegetable seeds, propagating material of ornamental flowers etc. Details of company-wise seed sales are not available. The quantity of seeds imported into the country was 428.390, 148.082 and 1645.987 MTs in the year 1991-92, 1992-93 and 1993-94 respectively. The imported seeds pertain mainly to vegetable seeds like cabbage, tomato and cauliflower etc., sunflower, flower seeds, oilpalm seedlings and ornamental plant seeds.

[Translation]

Recruitment in Western Railways

3132. SHRI CHHITUBHAI GAMIT:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of employees recruited in categories I, II, III and IV in Western Railway in technical and non-technical fields during the last three years and the number of employees belonging to Scheduled Castes and Scheduled Tribes out of them;

(b) the details of the reserved quota for Scheduled Castes and Scheduled Tribes and the reserved quota filled through this recruitment;

(c) the reasons for not filling up of the entire reserved quota;

(d) whether the Government have issued any guidelines for filling up full quota; and

(e) if so, the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). A *Statement* is attached.

(c) to (e). The candidates have been taken as per Roster Points and prescribed percentage has been adhered to. The variations of the percentages occur from year to year depending upon the cycle of the Roster. Sometimes SC vacancies are filled by ST candidates when SC candidates are not available and *vice versa*. This also results in variation in SC/ST percentage.

STATEMENT

Details about recruitment made in Western Railway during the years 1991, 1992 and 1993 are given below

Year		Group			
		A	C	D (excluding Safaiwala)	D (Safaiwala)
Prescribed Quota		SC - 15% ST - 7½%	SC - 15% ST - 7½%	SC - 15% ST - 9%	SC - 15% ST - 9%
1991	ST	2 (9.08%)	195 (10.16%)	226 (9.71%)	16 (9.52%)
	SC	4 (18.18%)	272 (14.17%)	382 (16.42%)	151 (89.88%)
	OC	16	1452	1718	1
Total		22	1919	2326	168

Year		Group			
		A	C	D (excluding Safaiwala)	D (Safaiwala)
1992	ST	5 (17.2%)	161 (12.10%)	141 (9.29%)	47 (28.31%)
	SC	6 (20.68%)	147 (11.05%)	253 (16.67%)	118 (71.08%)
	OC	18	1022	1123	1
Total		29	1330	1517	166
1993	ST	1 (4.76%)	123 (10.72%)	179 (17.14%)	5 (4.50%)
	SC	4 (19.04%)	209 (18.22%)	296 (28.36%)	86 (77.47%)
	OC	16	745	569	20
Total		21	1147	1044	111

* There is no direct recruitment in Group 'B', therefore, intake is shown as Nil. For Group 'A' services recruitment is done for the Indian Railways as a whole and candidates selected are allotted to particular Railways after successful completion of probation period. Group 'A' figures shown above pertain to Western Railway only and may not reflect all Indian Railways position.

** Figures in brackets indicate percentage of total.

[English]

Single Railway Zone

3133. SHRI ANNA JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether at present, the Maharashtra State is divided into three parts in three railway zones namely Central, South-Central and Western;

(b) if so, whether the Maharashtra and several other organisations have

represented to make a single railway zone throughout the State; and

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

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

(c) The matter relating to creation/ reorganisation of Railway zones is under study and examination.

[Translation]

Railway Projects in Gujarat

3134. SHRI N.J. RATHVA:
SHRIMATI BHAVNA
CHIKHLIA:

Will the Minister of RAILWAYS be pleased to state:

(a) the details of the completed as well as ongoing rail projects in Gujarat for the last three years;

(b) the expenditure incurred thereon, project-wise and year-wise;

(c) the details of the original cost and the escalated cost of those projects, project-wise; and

(d) the amount allocated for the ongoing projects and for those projects which are proposed to be started during 1994-95 project-wise?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (d). Information is being collected and will be laid on the Table of the Sabha.

[English]

Passenger Amenities in Trains

3135. PROF. UMMAREDDY
VENKATESWARLU:
KUMARI FRIDA TOPNO:

Will the Minister of RAILWAYS be pleased to state:

(a) whether random inspections are being conducted on all trains to check

out the availability of basic amenities in the trains;

(b) if so, the details thereof; and

(c) the action taken against the officials responsible for failure to provide such amenities to the passengers?

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

(b) and (c). Checks are conducted regularly at supervisors and officers level to ensure proper maintenance and provision of basic amenities in the trains.

Appropriate disciplinary action is taken against the staff held responsible for negligence to provide such amenities.

New Liquid Fertilizers

3136. PROF. SAVITHRI LAKSHMANAN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether a firm based at Bangalore had developed a liquid fertilizer called "Flora Test";

(b) if so, the details thereof;

(c) whether this liquid fertilizer is available to farmers on subsidised rates; and

(d) if so, the annual production of this fertilizer?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) and (b). Yes, Sir. A firm named Ashwin Chemicals, Bangalore had obtained from Government

of Karnataka, a special mixture licence during March, 1993 to manufacture liquid fertilizer 10:2:12 (NPK mixture) with a brand name 'Flore Fert'.

(c) No subsidy is provided to farmers for purchasing this liquid fertilizer.

(d) The licence was issued for a period from March, 1993 to June, 1993 to manufacture 10,000 litres of liquid fertilizer (Flora Fert).

Printed Price on Consumer Items

3137. SHRI RAMESHWAR PATIDAR: Will the Minister of CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION be pleased to refer to the reply given on May 10, 1994 to Unstarred Question No. 6892 regarding printed price on consumer items and state:

(a) whether the Expert Committee have since examined the matter; and

(b) if so, the details of the suggestions made by the Committee?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): (a) and (b). The Expert Committee has so far not finalised its recommendations on the issue.

Import of Sugar by West Bengal

3138. SHRI BOLLA BULLI RAMAIAH:
SHRI M.V.V.S. MURTHY:

Will the Minister of FOOD be pleased to state:

(a) whether the Government of West Bengal has imported sugar from Brazil;

(b) if so, whether there is a provision to import sugar direct by any State Government without the approval of the Union Government;

(c) if not, whether any enquiry has been conducted in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): (a) and (b). Government of India have allowed duty free import of sugar under Open General Licence. Under this scheme, anybody, including State Governments, can import sugar.

The Ministry of Food is not aware of any import of sugar made by the Government of West Bengal.

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

Opening of Degraded Forest Land for Private Exploitation

3139. SHRI R. SURENDER REDDY:
SHRI K. PRADHANI:
SHRI SANAT KUMAR MANDAL:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government propose to open up degraded forest land for exploitation by the industrial and commercial interests;

(b) if so, the details thereof;

(c) whether this move of his Ministry is in violation of the National Forest

Policy of 1988 and the policy statements by him and other senior functionaries of the Government from time to time;

(d) if so, the reasons therefor;

(e) whether the Government are aware of the adverse effects of this proposal, if implemented, over the millions of rural and tribal communities;

(f) if so, the details thereof indicating the alternatives/measures proposed to be taken by his Ministry for the poorer sections of the community;

(g) whether a number of environmentalist and voluntary agencies have recently written to the Prime Minister against this move of his Ministry and urged him to stop implementation of the proposal;

(h) if so, the details thereof; and

(h) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) and (b). There is no proposal under consideration of the Government for opening up degraded forest lands for exploitation by the industrial or commercial interests. However, in view of the increasing threat of encroachment upon the large quantum of degraded forest land in the country and the need to afforest it urgently so as to expand green cover, inhibit encroachment and halt soil denudation and also to meet rural fuel and fodder needs and thereby to reduce pressure on existing natural forests and protected areas, the Government is considering to involve industry in afforestation of severely degraded areas in partnership with State Forest

Development Corporation so as to augment the efforts and the financial resources available for afforestation schemes of the Central and State Governments, NGOs and people's cooperatives.

(c) No, Sir.

(d) Does not arise.

(e) and (f). The scheme under consideration will be finalised only after careful assessment of various issues involved and ensuring protection of traditional rights and concessions being enjoyed by the rural and tribal communities. As envisioned, the scheme is intended to benefit rural and tribal communities by increasing the availability of biomass, fuelwood and fodder, and also opening up avenues for rural employment generation.

(g) to (i) Representations have been received from various fora in favour of as well as against involvement of industry in afforestation of degraded forests. Various issues raised in these representations shall be carefully examined before taking a final decision in this regard.

Soil Survey

3140. SHRI J. CHOKKA RAO: Will the Minister of AGRICULTURE be pleased to state:

(a) whether any survey has been conducted by the National Remote Sensing Authority to identify the areas for soil survey and land use planning;

(b) if so, the number of districts identified for the purpose so far, State-wise;

(c) the extent of land notified therein as forest land; and

(d) the assistance rendered by the Union Government to States for the development of the said lands, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) to (d). The material is being collected.

Research Projects of UGC

3141. SHRI D. VENKATESWARA RAO:
SHRI SULTAN SALAHUDDIN OWAISI:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the University Grants Commission (UGC) has modified one of its existing schemes for financial support to major and minor research projects and enhanced the age limit of participants (teachers) from 65 to 70 years;

(b) if so, the main features of the proposed scheme and the extent to which it will be beneficial in improving the research projects; and

(c) the reaction of the State Governments in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE (KUMARI SELJA): (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

[Translation]

Superfast Train between New Delhi and Varanasi

3142. SHRI VISHWANATH SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether in view of the fact that only one train namely "Kashivishwanath Express" is running between New Delhi and Varanasi, the Government propose to introduce another superfast train on the above route; and

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

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b). In addition to one pair of originating trains viz. Kashi-Vishwanath Express, 6 pairs of through trains are also between Delhi/New Delhi and Varanasi. These include Delhi-Samastipur/Muzaffarpur Express (4 days in a week) introduced in June '94. Therefore, there is no proposal to introduce another train between New Delhi and Varanasi.

[English]

Human Rights in School Curriculum

3143. SHRI K. PRADHANI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government have received a proposal from the Human Rights Commission to include subjects pertaining to Human Rights in the School Curriculum;

(b) if so, whether the National Council of Educational Research and Training (NCERT) has approved the proposal; and

(c) if so, the steps taken to implement the same?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE (KUMARI SELJA): (a) Yes, Sir.

(b) and (c). The NCERT textbooks already provide coverage of Human Rights. The NCERT has accepted that these can be strengthened. The modalities of strengthening the coverage of Human Rights in the school text books published by the NCERT have recently been discussed with the National Human Rights Commission.

[Translation]

Construction of Foot-over-Bridge

3144. SHRI CHHITUBHAI GAMIT: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a long standing demand for the construction of a foot overbridge at Surat Railway Station under the Western Railway and at Bardoli Railway Station of Bhusaval;

(b) if so, the details thereof;

(c) the time by which the demand for the construction of foot overbridge at Bardoli station would be accepted; and

(d) the details of the steps being taken or proposed to be taken by the Government in this regard?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) to (d). Foot-over-bridges, at stations, are provided depending upon volume of traffic, frequency and crossings of trains, etc. Position in this regard is reviewed from time to time and construction of new foot-over-bridges taken up wherever so warranted, subject to availability of funds and relative priorities. Accordingly, suitable foot-over-bridges have been provided at Surat and as a measure of further improvement extension of the South-end foot-over-bridge has been taken up. There is no proposal, at present, for construction of a foot-over-bridge at Bardoli.

[English]

North-Eastern Railway, Varanasi

3145. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether several posts of doctors are lying vacant in the Cancer Research Institute, North-Eastern Railway, Varanasi;

(b) if so, the details thereof;

(c) the time by which these are lying vacant and the reasons for not filling up these posts;

(d) whether there is any proposal to fill up these vacant posts on ad-hoc basis; and

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

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

(b) Out of the 15 sanctioned posts of Medical Officers, 6 are lying vacant for want of qualified staff.

(c) In the absence of specialists, the work is being managed by locally trained regular doctors and a contract doctor. Recruitment for the posts of doctors of Indian Railways is made through UPSC, which has already initiated process for filling up these vacancies.

(d) No, Sir.

(e) Regular doctors are expected to join after selection by UPSC.

Reservation Office

3146. SHRI ANNA JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railway Reservation Office functioning in Pune city has been closed down;

(b) if so, the reasons therefor; and

(c) whether the Government propose to reopen it in view of inconvenience faced by the commuters there?

THE MINISTER OF RAILWAYS
(SHRI C.K. JAFFER SHARIEF): (a) and (b). There are two City Booking Offices in Pune City - one at Raviwarbath and another at Deccan Gymkhana. The facility of issuing reserved tickets has been withdrawn from the City Booking Office located at Raviwarbath only in view of

its proximity to the main Computerised Reservation Office at Pune station.

(c) There is no proposal to restore the quota at Raviwarbath City Booking Office. Unreserved tickets continue to be issued from there.

Fare and Freight Committee

3147. PROF. UMMAREDDY
VENKATESWARLU:
SHRI ANAND RATNA
MAURYA:
SHRI HARIN PATHAK:
SHRI BAPU HARI
CHAURE:
SHRI R. SURENDER
REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Fare and Freight Committee has submitted its report;

(b) if so, whether it has been examined;

(c) whether any of the recommendations made by the Committee will benefit the travelling public; and

(d) if so, the details thereof?

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

(b) The Committee has made 373 recommendations covering the entire gamut of fare and freight structure, out of which about 100 recommendations have been examined.

(c) and (d). While making their recommendations on passenger services, the Committee have kept in view the interests of the travelling public and also the financial viability of the Railways.

[Translation]

Recognition to Colleges

3148. SHRI MAHESH KANODIA:
Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the State-wise number of proposals submitted by State Governments for recognition of colleges

pending for approval with University Grants Commission;

(b) the dates from which these proposals are pending; and

(c) the steps being taken to accord them early approval?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). A *Statement* is enclosed.

(c) UGC has informed that necessary action is being taken to process these proposals expeditiously.

STATEMENT

State	University	Name of the College	Date of Receipt	No. of Proposal Pending
Karnataka	Karnataka University	1. Divekar College of Commerce, Kanwar	14.2.94 8.11.93	1 1
		1. Shri Dergaparameshwari Temple First Grade College, Keteel D.K.	17.3.94	1
	Mangalore University	1. J.J. College of Education Baralu, Channarayapatna Taluk	1.3.94	1
		2. J.S.S. College of Pharmacy Sri Shivarathree Shward Nagar, Mysore	31.5.94	1
		3. Shri B.B.R. First Grade College, Kollegal	23.5.94	1
	Bangalore University	1. Bhagawan Buddha First Grade College of Arts & Commerce	19.4.94	1
		2. Union Chirition College, Siraitumkur	27.1.94	1
	Gulbarga University	1. S.R.K. College of Education Raichur	17.6.94	1
		2. Chand B.B. College of Education for Women Gulbarga	11.3.94	1

State	University	Name of the College	Date of Receipt	No. of Proposal Pending
Karnataka	Kuvamphu University	1. Shyadri Science College, Shimoga	15.4.94	1
		2. M.M.N. First Grade College, Chitradurga	15.4.94	1
		3. Sharavathi First Grade College, Kohandur	18.2.94	1
Maharashtra	Poona University	1. Azad Arts, Sc. & Comm. College, Ausa Distt., Latur	12.7.94	1
Rajasthan	Rajasthan University	1. Agrawal Kanya Mahavidyalaya Gangapur City	23.5.94	1
		1. S.M.C.C. Govt. College Abu Road	4.4.94	1
U.P.	Kanpur University	1. Choudhary Charan Singh Degree College	20.7.94	1
		1. Rishi Sanskrit Mahavidyalaya Haridwar	7.7.94	1
		1. College of Tech., Pantnagar	18.7.94	1
Manipur	Manipur University	1. M.L. College, Manipur	7.7.94	1
		2. Pettigrew College, Manipur	3.3.94	
Assam	Guwahati University	1. Lanka Mahavidyalaya Lanka	14.6.94	1

Andhra Pradesh	Nagarjuna University	1. Adarsh College of Education Giddalu Distt. Prakasam	14.6.94	1
		2. D.R.N.S.C.V.S. College Chilakaluript	7.7.94	1
	Osmania University	1. Badruka College of Comm. & Arts (Day) Hyderabad	23.5.94	1
	Sri Venkateswar University	1. Govt. Degree College, Koduru, Cuddapah	31.5.94	1
	Magadh University	1. S.B.A.N. College, Darheta-Lari Jehanabad	13.7.94	1
Gujarat	Gujarat University	1. Shri R.K. Parikh Arts and Sc. College, Petlad	14.2.94	1
		2. Petlad Comm. College, Petlad		1
	North Gujarat University	1. Sheth M.N. Science College, Patna	13.7.94	1
		2. Shri and Shrimati P.K. Kotawala Arts Patan	5.5.94	1
	South Gujarat University	1. Smt. C.D. Jhobalia Rotary Arts and Smt. I.S.R. Archchhariwala, Rotary Comm. College, Vapi.		1
M.P.	Guru Ghasidas University	2. Shri Vanraj Arts and Comm. College Dharampur	12.4.94	1
		1. Govt. P.G. Arts/Comm. College Bilaspur	1.3.94	1
	Indira Kala Sangit Vishwavidyalaya	1. Bhatkhande Sangit Mahavidyalaya Bilaspur	5.5.94	1

State	University	Name of the College	Date of Receipt	No. of Proposal Pending
Orissa	Berhampur University	1. Polassara Science College, Palasar Distt. Ganjam	31.5.94	1
		2. Jeypore Law College Vivek Vihar, Joypore	7.7.94	1
West Bengal	Calcutta University	1. Dr. Kanailal Bhattacharyya College, Santragchi, Howrah	31.5.94	1
		2. Kalinagar Mahavidyalaya, 24, Parganas	20.7.94	

[English]

Village Education Committees

3149. PROF. SAVITHRI LAKSHMANAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the objective behind setting up 'Village Education Committees' in pursuance of Programme of Action, 1992;

(b) whether all the States have set up such committees in their States; and

(c) if not, the steps proposed to be taken by the Government to encourage States for setting up such committees?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) to (c). The Programme of Action (POA), 1992 envisages establishment of Village Education Committees (VEGs) in order to decentralise planning and management of education with a view to involving the community in this process. Government of India have been requesting the States to operationalise the provisions of POA, 1992, including that on setting up of VECs, at the earliest. VECs have already been set up in Bihar, Goa, Madhya Pradesh, Maharashtra and West Bengal while other states are in the process of setting up of VECs.

[Translation]

Alleged Irregularities in Banaras Hindu University

3150. SHRI SANTOSH KUMAR GANGWAR: Will the Minister of HUMAN

RESOURCE DEVELOPMENT be pleased to state:

(a) the details of the irregularities which came to light in Banaras Hindu University in recent past; and

(b) if so, the details thereof and the action being taken by the Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). The information is being collected and will be laid on the Table of the Sabha.

[English]

Kayamkulam and Ponnani Fishery Harbours

3151. SHRI P.C. CHACKO: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government of Kerala had sent project report of Kayamkulam and Ponnani fishery harbours to the Government;

(b) if so, the details thereof;

(c) whether cost revision of the report had also been made in April, 1994;

(d) if so, the details thereof;

(e) whether certain clarifications on points raised by the Expenditure Finance Committee and CICEF have also been furnished;

(f) whether the Government have accorded approval to these projects;

(g) if so, the details thereof indicating the conditions laid down therefor; and

(h) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) and (b). **Kayamkulam** – A project proposal was received initially in February, 1994 for setting up a Fishery Harbour at Kayamkulam at a cost of Rs. 495.00 lakhs. The project provided for establishing facilities such as, breakwaters, dredging and reclamation, wharf, auction hall, weigh bridges, administrative building, green-belt, electricity and water supply etc.

Ponnani – A project proposal was received initially in May, 1991 for setting up a Fishery Harbour at Ponnani at a cost of Rs. 610.00 lakhs. The project provided for establishing facilities such as, breakwaters, quay, auction hall, repair shed, sloping hard, administrative building, electricity and water supply etc.

(c) and (d). **Kayamkulam** – The State Government submitted the revised project report in April, 1994 at a cost of Rs. 645.00 lakhs.

Ponnani – The State Government submitted the revised project report in August, 1993 at a cost of Rs. 860.00 lakhs.

(e) to (g). **Kayamkulam** – Based upon the clarifications, the project was placed before the Expenditure Finance Committee. The Government have

accorded approval to Kayamkulam Fishery Harbour Project only, at a cost of Rs. 624.60 lakhs subject to the following conditions:

- (i) The Government of Kerala will carry out the construction work in accordance with the plans and layout approved by Government of India.
- (ii) The State Government will ensure completion of the project within the estimated duration of four years from the date of this administrative approval.
- (iii) The construction cost will be accommodated within the sanctioned amount. Cost escalation, if any, over and above the sanctioned cost estimates will have to be fully borne by Government of Kerala.
- (iv) The State Government will make adequate arrangements for the utilisation of the facilities and maintenance of the fishing harbour at State Government cost.
- (v) The Government of Kerala will furnish progress report every month indicating the item of work, estimated quantum of work and actual progress in the month and the progressive total both in respect of financial and physical targets.
- (vi) Since land acquisition is involved, the land will be acquired by the Government of Kerala at their own cost and

be made available free from encumbrances for implementation of the project within two years from the date of issue of this administrative approval failing which administrative approval will be deemed to be automatically cancelled. Funds will be released only after the land is made available by the State Government free of encumbrances.

- (vii) State Government will obtain necessary environmental clearance before taking up actual construction of works.
- (viii) State Government will make necessary budget provisions to meet State Government's liability during the construction period of the harbour.

Ponnani — The technical suggestions of Central Institute of Coastal Engineering for Fisheries, Bangalore, regarding improvement of plans and designs of the harbour have not yet been incorporated in the revised proposal by the State Government.

(h) **Kayamkulam** — The Fishery Harbour project has been approved at a cost of Rs. 624.60 lakhs.

Ponnani — The proposal can be further examined only after the revised project report is received from the State Government duly modified in the light of technical suggestions made by the Central Institute for Coastal Engineering for Fisheries, Bangalore.

Purchase of Food under I.C.D.S.

3152. **SHRI JEEWAN SHARMA:**
Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government of NCT Delhi purchase items of food for consumption of children under the Integrated Child Development Scheme;

(b) if so, the details of the food items that are purchased for the children under I.C.D.S. and in what ratio is the same served to the children during the last one year;

(c) the sources from where these items are purchased and what is the procedure followed in the purchase of these items;

(d) the number of food samples tested out of these food items during the above period and how many of them were found adulterated or sub-standard; and

(e) the action taken by the Government in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT (SHRIMATI BASAVA RAJESHWARI): (a) Yes, Sir.

(b) Details are given in the Statement enclosed.

(c) Sources of purchase of the food items under the integrated Child Development Services (ICDS) Scheme in Delhi during 1993-94 and current year are indicated in Annexure 'A'. For

purchase of food items under the ICDS Scheme, the Delhi Administration floats tender notice which are published in leading Newspapers. The quotations received in response to the tender notice are examined by the Purchase Committee. Thereafter, the samples of valid tenders are sent to Government Laboratory, Krishi Bhavan, for chemical analysis. On receipt of satisfactory test reports, the rates are checked and tenders awarded.

(d) Of 58 samples sent for analysis during 1993-94, only one was not found satisfactory in terms of tender requirement. Further, of 13 samples lifted till date, during current year, no sample has been found sub-standard.

(e) In one case, where the report was not satisfactory, the contract was cancelled and amount of security forfeited.

STATEMENT

Sl. No.	Name of the Item	Supplied by	Quantity/Child/Day		Total samples lifted	No. of Samples found sub-standard/Adult-erated
			Normal & Moderately Malnourished	Severely Mal-Nourished		
1	2	3	4	5	6	7
1993-94						
1.	Fruity Bread	M/s Chand Fab.	88 gm	120 gm	15	-
2.	Biscuits (Sweet)	M/s Super Bazar	52 gm	70 gm	24	-
3.	Rusks	M/s Modern Food Ind.	58 gm	79 gm	14	-
4.	Bhuna Channa	M/s Luxmi Trading Co.	69 gm	93 gm	05	1
1994-95						
1.	Fruity Bread	M/s Chand Fab.	107 gm	120 gm	04	-
2.	Biscuits (Sweet)	M/s Super Bazar	55 gm	74 gm	05	-
3.	Biscuits (Salty)	M/s Super Bazar	54 gm	74 gm	03	-
4.	Biscuits (Salty)	M/s D.S.I.D.C.			03	-

Parent Teacher Associations

3153. SHRI MUHI RAM SAIKIA:
Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Parent Teacher Associations are in existence in Kendriya Vidyalayas of the country;

(b) if so, whether these have been raising funds from parents and non-parents for different purpose;

(c) if so, the details of Kendriya Vidyalayas having the said association and whether any complaints have been received about their mal-functioning;

(d) if so, the details thereof and action taken against erring Parent Teacher Associations;

(e) whether Kendriya Vidyalaya Sangathan has framed any Guidelines for working of PTAs in Kendriya Vidyalayas; and

(f) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SEJLA): (a) to (f). Although the Kendriya Vidyalaya Sangathan generally encourages the activities of Parent-Teachers Association (PTA) and also encourages contributions through Parent-Teachers Association, preferably in kind, it does not prescribe any standard constitution in regard to such associations. Therefore, details about the different Parent-Teachers Associations in different schools are not maintained in the Sangathan. Kendriya Vidyalayas Sangathan has not received

complaints about the functioning of Parent Teacher Associations.

Upgradation of Kendriya Vidyalayas

3154. SHRI SANDIPAN BHAGWAN THORAT: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether any review on the functioning of Kendriya Vidyalayas have been carried out by the Government;

(b) if so, the details thereof; and

(c) the steps taken or proposed to be taken by the Government for the upgradation of Kendriya Vidyalayas so as to promote its educational standard and other extra curricular activities?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). A review Committee was set up to study the functioning of Kendriya Vidyalaya Sangathan which submitted its report in June, 1988. After considering the recommendations of the Review Committee, an Empowered Committee under the Chairmanship of Secretary, Human Resource Development formulated its views in March, 1989. The Government has also constituted a high level Review Committee in April, '94 under the Chairpersonship of the Union Deputy Minister (Education and Culture) for conducting an indepth and exhaustive review of the functioning of the Kendriya Vidyalaya Sangathan and its management.

(c) Recommendations of Review Committee are followed up. Efforts to

improve the standard of education in Kendriya Vidyalayas are a continuing process. The officers and bodies of Kendriya Vidyalaya Sangathan continuously implement and monitor programmes to improve standards in Kendriya Vidyalayas.

Extension of Service in Kendriya Vidyalayas

3155. SHRI MUHI RAM SAIKIA:
Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any provision of extension, in service after superannuation for Assistant Commissioners of Kendriya Vidyalayas Sangathan in relevant Recruitment Rules;

(b) if so, the details thereof; and

(c) the names of its beneficiaries till date?

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): (a) and (b). Yes, Sir. Kendriya Vidyalaya Sangathan has intimated that there is a provision for grant of extension in service beyond the age of retirement on merit to its employees.

(c) During the last five years Shri B.K. Nigam and Dr. K.K. Jha, Asstt. Commissioners were granted extension for a period of 3 months and 10 months respectively beyond the age of their retirement.

Stringent Emission Standards

3156. SHRI BOLLA BULLI
RAMAIAH:
SHRI S.B. SIDNAL:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether the Government have notified more stringent emission standards/norms for all kinds of vehicles;

(b) if so, the details thereof;

(c) whether the manufacturers of vehicles are protesting the new measure; and

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

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Yes, Sir.

(b) On the basis of data collection and analysis of pollution due to vehicular traffic, assessments of the technological options available and viable, and wide consultations by the Ministry of Environment and Forests, more stringent emission norms for all categories of petrol and diesel-driven vehicles at the manufacturing stage have been notified in the Central Motor Vehicles Rules, 1989 on September 15, 1993.

(c) Yes, Sir. The government is of the view that the manufacturers should improve their engine design to comply with tighter emission norms, as this is essential to improve the ambient air quality.

(d) The steps taken by the Government to control pollution from automobiles include the following:

- (i) Gross and mass-emission standards for all categories of petrol and diesel driven vehicles have been notified under the Central Motor Vehicles Rules, 1989 and are under implementation since 1.1.1990. Tighter norms for vehicles at the manufacturing stage are to come into effect throughout the country from 1.4.1996.
- (ii) The various State Transport Authorities have been asked to enforce the standards stipulated for on-road vehicles.
- (iii) Intensive awareness campaigns have been launched by Transport Departments of cities such as Delhi, to educate people about the statutory punitive provisions related to vehicular pollution, health hazards and on measures for keeping the emission level low.
- (iv) The various Government Departments have been asked to get the vehicles in their administrative control checked regularly and suitable measures be taken to ensure that they meet the prescribed limits.
- (v) Surveys are carried out on the ambient air quality of the major cities and towns through the establishment of 290 ambient air quality monitoring stations set up under the National Ambient Air Quality Monitoring Programme of the Central Pollution Control Board.

- (vi) A major survey was carried out by the Central Pollution Control Board in 1986-87 on the pollution caused by automobiles in the major cities and towns in the country. The findings of the Survey have been used to prepare comprehensive programmes for control of pollution in the major cities.
- (vii) City planners have been advised to incorporate in their plans the long-term requirements of city transportation.
- (viii) Lead level in gasoline has been reduced to a maximum of 0.15 grammes per litre in the gasoline supplied to four metros of Delhi, Bombay, Calcutta and Madras with effect from 1.4.1994 and would be introduced throughout the country by 31.12.1996. It is proposed to reduce this further.

Complimentary Railway Passes

3157. SHRI GURDAS KAMAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have recently cancelled some of the complimentary railway passes issued to various categories of persons;

(b) if so, the details thereof; and

(c) the reasons for cancellation of these passes?

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

(b) and (c). 170 First Class and 15 Second Class Complimentary Card Passes have been cancelled due to various constraints faced by Railways.

Air Pollution by Vehicles

3159. SHRI D. VENKATESWARA
RAO:
SHRI BOLLA BULLI
RAMAIAH:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether any study has been made in regard to the pollution caused by new and old vehicles; and

(b) if so, the details thereof; and

(c) the action proposed to be taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) Yes, Sir.

(b) The Government is aware of two studies conducted on the emission from on-road vehicles in relation to their age. These are by the Centre for Science and Technology, Bangalore and the Indian Institute of Petroleum, Dehradun. The study of the Centre for Science and Technology is based on insufficient data and hence the conclusions cannot be said to be scientifically valid. The study conducted by Indian Institute of Petroleum clearly shows there is no infallibly predictable correlation between emissions and age of vehicle.

(c) The action taken by the Government to control pollution from on-road vehicles include the following:

(i) Gross-emission norms for all categories of on-road petrol-and diesel-driven vehicles have been notified under the Central Motor Vehicle Rules, 1989.

(ii) The various State Transport Authorities have been asked to enforce the standards stipulated for on-road vehicles.

(iii) Intensive awareness campaigns have been launched by Transport Departments of cities such as Delhi, to educate people about the statutory punitive provisions related to vehicular pollution, health hazards and on measures for keeping the emission levels low. These include annual checking of vehicles at authorised service stations, measures such as engine tuning, carburettor cleaning, use of good quality fuels and lubricants etc.

(iv) The various Government Departments have been asked to get the vehicles in their administrative control checked regularly and suitable measures be taken to ensure that they meet the prescribed limits.

Micro Nutrients

3160. DR. VASANT NIWRUTTI PAWAR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether micro nutrients are also considered as fertilizer;

(b) if so, the relief the Government propose to extend to such manufacturers; and

(c) the total consumption of such nutrients in the country during the last two years, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) Micro nutrients as notified under Fertiliser Control Order 1985 are considered as fertilisers.

(b) Government do not have any proposal to extend relief to micro nutrient fertiliser manufacturers.

(c) Micro-nutrients are neither under price control nor under movement control, as such no statistics is maintained about Statewise consumption. However, as per the marketsurvey report prepared by Project and Development India Ltd. state-wise estimates micro-nutrient consumption for the year 1991-92 is given in the *Statement* enclosed.

STATEMENT

State-wise estimated consumption of Micronutrient Fertilisers for 1991-92

						(Tonnes)
S. No.	States	Zinc Sulphate	Chelated Zinc	Ferrous Sulphate	Chelated Iron	Micro-nutrient Mixtures
1.	Andhra Pradesh	4200	75	-	25	1035
2.	Assam	-	-	-	-	55
3.	Bihar	-	25	-	-	300
4.	Gujarat	3200	75	600	65	685
5.	Haryana	6500	-	-	-	-
6.	Karnataka	650	-	-	-	1625
7.	Madhya Pradesh	-	-	-	-	320
8.	Maharashtra	650	85	1200	65	3620
9.	Orissa	-	-	-	-	100
10.	Punjab	22200	-	800	-	75
11.	Rajasthan	450	-	-	-	145
12.	Tamil Nadu	850	-	530	-	2945

S. No.	States	Zinc Sulphate	Chelated Zinc	Ferrous Sulphate	Chelated Iron	Micro-nutrient Mixtures
13.	Uttar Pradesh	7300	45	250	-	848
14.	West Bengal	250	25	-	-	1040
15.	Other States/UTs	2190	30	800	20	263

(*) Sources: Micronutrient Fertilisers and their Mixtures - A market survey report submitted by Projects and Development India Limited.

Land Reforms/Laws

3161. SHRI BHOGENDRA JHA:
Will the Minister of AGRICULTURE be
pleased to state:

(a) the latest position with regard to the total number and percentage of agricultural holdings of the marginal, small, medium and rich farmers in the country, State-wise; and

(b) the steps taken by the Union Government for full implementation of land reform laws ensuring the acquisition and distribution of surplus land?

THE MINISTER OF STATE IN THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES AND MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI S. KRISHNA KUMAR): (a) The State-wise number of operational holdings for all Social Groups in India by Major size classes i.e. marginal, small, semi-medium, Medium and large size, as per Agricultural Census, 1985-86, is given in *Statement-I* enclosed. As far as rich farmers are concerned, no such classification exist in Agricultural Census.

(b) *Statement-II* enclosed.

STATEMENT-I

Statewise number of operational holdings for all social groups in India by major size classes, 1985-86

S. No.	State	Marginal	Small	Semi-Medium	Medium	Large	Total
1.	Andhra Pradesh	4461 (54.2)	1714 (20.8)	1254 (15.2)	657 (8.0)	146 (1.8)	8231 (100.0)
2.	Arunachal Pradesh	14 (16.5)	16 (18.8)	27 (31.8)	23 (27.1)	5 (5.8)	85 (100.0)

S. No.	State	Marginal	Small	Semi-Medium	Medium	Large	Total
3.	Assam	1451 (60.0)	546 (22.6)	324 (13.4)	92 (3.8)	6 (0.2)	2419 (100.0)
4.	Bihar	8976 (76.6)	1327 (11.3)	951 (8.2)	404 (3.4)	52 (0.4)	11711 (100)
5.	Goa	58 (76.3)	10 (13.2)	5 (6.6)	2 (2.6)	1 (1.3)	76 (100.0)
6.	Gujarat	801 (25.5)	737 (23.4)	785 (25.0)	678 (21.6)	145 (4.5)	3145 (100.0)
7.	Haryana	502 (37.3)	265 (19.7)	281 (20.9)	239 (17.7)	60 (4.4)	1347 (100.0)
8.	Himachal Pradesh	463 (61.6)	155 (20.6)	92 (12.2)	36 (4.8)	6 (0.8)	753 (100.0)
9.	Jammu & Kashmir	875 (73.9)	187 (15.8)	98 (8.3)	23 (1.9)	1 (0.1)	1185 (100.0)
10.	Karnataka	1792 (36.4)	1293 (26.3)	1035 (21.0)	646 (13.1)	153 (3.2)	4919 (100.0)
11.	Kerala	3993 (90.6)	282 (6.4)	104 (2.4)	25 (0.6)	4 (-)	4400 (100.0)
12.	Madhya Pradesh	2733 (35.9)	1613 (21.2)	1593 (21.0)	1292 (17.0)	373 (4.9)	7603 (100.0)
13.	Maharashtra	2488 (30.7)	2104 (26.0)	1957 (24.2)	1317 (16.3)	236 (2.8)	8101 (100.0)
14.	Manipur	67 (47.9)	48 (34.3)	21 (15.0)	3 (2.1)	Neg. -	140 (100.0)
15.	Mizoram	21 (40.4)	19 (36.5)	11 (21.2)	1 (1.9)	Neg. -	52 (100.0)
16.	Meghalaya	59 (34.7)	51 (30.0)	46 (27.1)	13 (7.6)	1 (0.6)	171 (100.0)
17.	Nagaland	8 (6.5)	19 (15.3)	19 (15.3)	42 (33.9)	36 (29.0)	125 (100.0)

S. No.	State	Marginal	Small	Semi-Medium	Medium	Large	Total
18.	Orissa	1863 (52.1)	910 (25.4)	583 (16.3)	204 (5.7)	21 (0.5)	3586 (100.0)
19.	Punjab	256 (23.5)	208 (19.1)	291 (26.7)	260 (23.9)	74 (6.8)	1088 (100.0)
20.	Rajasthan	1358 (28.6)	920 (19.4)	979 (20.6)	986 (20.8)	501 (10.6)	4743 (100.0)
21.	Sikkim	13 (34.2)	10 (26.3)	9 (23.7)	5 (13.2)	1 (2.6)	38 (100.0)
22.	Tamil Nadu	5498 (71.3)	1269 (16.3)	649 (8.4)	261 (3.4)	39 (0.6)	7707 (100.0)
23.	Tripura	211 (67.6)	70 (22.4)	27 (8.7)	3 (1.0)	Neg. -	312 (100.0)
24.	Uttar Pradesh	13872 (72.6)	2964 (15.6)	1582 (8.3)	602 (3.2)	55 (0.3)	18985 (100.0)
25.	West Bengal	4343 (70.8)	1175 (19.2)	516 (8.4)	94 (1.6)	1 (-)	6130 (100.0)
All India		56147 (57.8)	17922 (18.4)	13252 (13.6)	7916 (8.2)	1918 (2.0)	97155 (100.0)

Note: Figures in brackets are percentages.

Total may not tally due to rounding off.

STATEMENT-II

1. Land being a State subject, the responsibility of implementation of land reforms lies with the State Government. The Government of India only exercises a coordinative and advisory role. However, it is not correct to say that land reforms laws have not proved to be successful. Considerable progress has been made in the field which is corroborated from the following facts:

- (a) Programme for abolition of ex-intermediary interest was implemented in 1950s in respect of more than 40% land area of the country. As a consequence of this, 20 million cultivators were brought into direct contact with the State. An estimated six million hectares of waste, fellow and other classes of land vested in the State.

- (b) Tenancy reforms have led to conferment of ownership rights or to protection against eviction to 112.13 lakh cultivators in respect of about 153.22 lakh acres of land.
- (c) Under the ceiling programme, 73.51 lakh acres of land have been declared surplus of which 50.58 lakh acres have been distributed to 48.88 lakh beneficiaries mostly belonging to the weaker sections.
- (d) Most states have enacted legislations for consolidation of holdings either on compulsory or on voluntary basis leading to consolidation of 1528.76 lakh acres of land.
- (e) Surveys for updating of land records are being done in a number of States.
- (f) Computerisation of land records projects have been taken up to enable the land holders to get an updated copy of their record of rights quickly and at a cheaper rate. In all 60 projects are in various stages of implementation.
- (g) Land reforms is a multi-facet programme. States have achieved different levels of success in different programmes.

2. It is not possible to fix the targets for various land reform programmes. However, annual targets for distribution of ceiling surplus land are fixed under point no. 5 of Twenty point Programme. The targets for the last year 1993-94 were fixed at 598563 acres. The

achievements reported were at 70887 acres.

3. The Government of India periodically reviews implementation of land reforms in the States. In the Conference of Revenue Ministers of States held in March, 1992 at New Delhi, the States have undertaken to speed up distribution of ceiling surplus land.

[Translation]

Weather Forecasting System

3162. SHRI SURENDRAPAL PATHAK: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the Government have evolved any system, to forecast the growth and production of crops by observing the weather conditions of a particular area;

(b) if so, the details thereof, the places where this system had been adopted during 1993 and 1994 till date and what was its effect on production of the crops; and

(c) the time by which this system is proposed to be adopted throughout the country?

THE MINISTER OF STATE IN THE MINISTRY OF AGRICULTURE (SHRI ARVIND NETAM): (a) The Government have undertaken some programme on experimental basis to evolve a system to forecast the productivity and production of crops based on rainfall and weather parameters.

(b) Research Division of the India Meteorological Department has developed

pre-harvest crop yield forecast models with weather as one of the inputs for principal crops of kharif rice and rabi wheat. In these forecasting models weather parameters like rainfall, temperature, relative humidity as well as technological inputs are utilised as independent parameters and crop yield as the dependent parameters. These forecast are based on meteorological sub-divisions which are important for growing of these crops. Crop-Weather Studies Unit of the Directorate of Economics and Statistics in the Department of Agriculture and Cooperation has also developed crop production forecasting models for major kharif crops of rice, jowar, bajra and maize at the national level. The yield crop forecasting models are used to predict the likely production of crops under the given rainfall and weather conditions. Crop yield forecasting models as such do not affect crop production on their own but these help to manage the agricultural economy and thus have indirect positive impact on production.

(c) Present crop yield forecasting models are still on experimental basis. The system is likely to cover only pre-kharif crops in major growing States which are more influenced by rainfall and weather parameters.

12.00 hrs.

[English]

SHRI UDAYSINGRAO GAIKWAD (Kolhapur): Sir, I would like to raise a very important question which relates to a new item published in the 'Indian Express' regarding garment industry in Gujarat and Rajasthan. The American Government is contemplating a ban on

Skirts and Ghagras because they feel it is dangerously flammable, though about one million Ghagras are lying in the US itself. If this ban comes into effect, then our garment industry would be affected.

12.01 hrs.

(MR. DEPUTY-SPEAKER *in the chair*)

It is reported that the U.S. Consumer Products Safety Commission has banned it because they felt that it was dangerous to wear these cloths. The Commission has also urged the consumers to stop wearing these cloths and if they have not worn, then not to wear them. Lastly, again they have said that so far there have been no reports of such garments catching fire. On the one hand, they talk of banning it, on the other hand they say that there have been no reports of such garments catching fire.

Sir, I would like to know, when they have put a ban on these garments and whether the Government of India is going to do something in this connection. They will have to revise the decision because it would act against the principle of free trade and would be in violation of the basic philosophy of GATT. I would also like to say that Government should take steps and see that the ban is lifted and whatever material is lying there, is sold to the consumers, otherwise, it will adversely affect our garment industry, when an attempt has been made to ban the use of all rayon garments, the Government of India take care of all these things and try to help our garment industry.

SHRI SHARAD DIGHE (Bombay North Central): Mr. Deputy Speaker, Sir, I would also like to raise the same issue which has been raised by my predecessor,

Shri Gaikwad. The US Consumers Product Safety Commission has ordered a ban on import of Indian rayon skirts on the ground that they are unsafe as they catch fire. At the same time, the Commission has also conceded the fact that up to now no such incident has come to its notice where it has caught fire. So, Sir, this ban imposed by US on the import of Indian rayon skirts is highly discriminatory and it would result in loss of crores of rupees and ultimately would also result in the unemployment.

It is reported that Letters of Credit worth crores of rupees have already been opened by Indian garment exporters for consignments that are ready for despatch, not to mention garments which are in the processing of being made. So, I would urge upon the Textile Ministry and Indian Embassy officials in Washington to immediately work out a strategic response to US action. The Indian Government should immediately send a delegation to US to present its case before the US officials. Moreover, US Garment Import sector may also be taken into confidence to press for India's case because the ban appears to be a part of the desire of some countries like US not to allow free trade in textile. It is a serious problem and the Government should immediately take note of it.

SHRI K.T. VANDAYAR (Thanjavur): Cauvery is a perennial link between Karnataka and Tamil Nadu. When the monsoon is regular, there is no worry for water. It is during the lean season that the question of dispute on sharing of water arises. At least at that time the Interim Award of the Cauvery Water Dispute Tribunal should be implemented in full.

The sensitive issue of sharing of water between Tamil Nadu and Karnataka should be resolved substantially and the Minister of Water Resources must negotiate and mediate the issue and it should be settled amicably between the States of Karnataka and Tamil Nadu. Respecting the sentiments of both the States and keeping in view the interests of the farmers, a common settlement should be arrived at without any force or coercion.

[Translation]

***SHRI V.S. VIJAYARAGHAVAN (Palghat):** I would like to bring to the notice of the House a disturbing report appearing in some Malayalam papers.

Mother Teresa is respected by the whole world. She was honoured with Nobel Prize and Bharat Ratna in recognition of her service to the poor. Some Ministers of Rajasthan Government have objected this great humanist visiting Rajasthan. The Mother planned to visit Rajasthan on the invitation of Smt. Narendra Kanwar, the Minister of Women and Child Welfare. The Mother had promised her help in opening Centres for the lepers and the aged. However, the other Ministers are objecting to her visit on the alleged ground that her visit as well as her activities in these fields would lead to conversion. I need hardly say that this move by the Ministers is against secularism. The final decision about the visit of the Mother is left with the Chief Minister. I strongly condemn this move of the Ministers and urge upon the Government to give directions to the Chief Minister of Rajasthan to allow the Mother to visit the State and accomplish her mission.

[English]

PROF. K.V. THOMAS (Emakulam): I support what Shri Vijayaraghavan has said. It is a very important issue. There has been a long-term agreement signed between the employees and the Management of Indian Airlines. Each employee is getting an enhanced amount of between Rs. 500 and Rs. 1,000. Two weeks ago there has been an agreement between the Ministry of Surface Transport, and the Management and employees of major ports. In its footsteps an agreement has now been signed in Indian Airlines. This is a good and healthy signal. I feel, in the Ministry of Textiles and the Ministry of Steel also similar agreements will come up.

[Translation]

SHRI SUBHASH CHANDRA NAYAK (Kalahandi): Mr. Deputy Speaker, Sir, through you I would like to draw the attention of the Government to the funds allocated by the Union Government for Department of Rural Development in the State of Orissa. Such funds released by the Union Government to the Government of Orissa be it under the Jawahar Rozgar Yojana or anyone else are not used for the prescribed purpose.

In this connection I have drawn time and again the attention of the hon. Minister of State in the Ministry of Rural Development Department Shri Rameshwar Thakur and the hon. Prime Minister both verbally and in writing that the funds released for Orissa are not utilised there properly. But nothing has been done so far in this regard.

Mr. Deputy Speaker, Sir, through you I want the Government to spend funds of Grants released by the

Government of India for the Jawahar Rozgar Yojana, rural development and other programmes for those works only. So that the rural people may be benefited.

Mr. Deputy Speaker, Sir, similarly, there is the Integrated Child Development Scheme. Under this scheme child development work is performed and Anganwadi programmes are launched. But due arrangement is not being made for children's food and health in rural areas by the Anganbadi workers.

Mr. Deputy Speaker, Sir, my constituency is a very backward area. The Union Government has released crores of rupees for rural development in that area, but this amount has not been spent at all on rural development in that area. There is the Janata Dal Government in the State. It has made a law in the State of the effect that contract will be awarded to those only who have been recommended by any Legislator and not by Member of Parliament because MPs are meant for the Centre only and the Legislators for the State. Therefore a Member of Parliament has not been associated with it.

In this connection I would like to point out that a complaint received from the common people is referred to the State Government for necessary action but no action is taken by the State Government. The situation has come there to such a pass that in spite of the recommendations made by Member of Parliament, the funds allocated by the Union Government are not spent there. The Legislator has become more powerful than a Member of Parliament. The treatment of the Government of Orissa with the Members of Parliament is quite unbecoming of them.

Through you I, therefore, would like to request the hon. Prime Minister, the hon. Minister of Rural Development that Parliamentarians also should have greater say in these affairs so that development work may take place in rural areas and roads and schools may be within their reach. Moreover, if any hon. Member of Parliament recommends in writing for any development work, it should be implemented. My submission is that the Government of India should issue instructions to the State Government. I express my thanks for giving me an opportunity to speak here.

[English]

SHRI P.G. NARAYANAN (Gobichettipalayam): Mr. Deputy Speaker, the Government of India and the US Aid signed an agreement on 30th September, 1992 to launch HIV AIDS Prevention Project in Tamil Nadu. Sir, this is a 10 million US Dollar grant. India is facing financial crunch, and in such a situation US Aid has come forward to grant 10 million dollars to prevent AIDS. We have to utilise this chance.

Sir, this project has not yet been cleared. US Aid expressed concern over the delay and indicated that they would withdraw committed funds if the Government of India delays further.

Sir, I had raised this matter on 4.5.94 and on that date the hon. Speaker had directed the Health Minister to make a statement on this very important issue. But I am pained that in spite of several reminders from Tamil Nadu Government and in spite of warnings from U.S. Aid, the Health Ministry has not cleared this important project. It is painful to note that the Health Minister has not bothered to make any statement on this very important

issue. This will amount to contempt of this House. This will also amount to the dereliction of duty on the part of the Government of India.

Sir, the Minister may again be directed by this House to make a statement on this very important issue. This unnecessary delay of more than 22 months was caused by the Health Ministry. Due to the inact on and negligence on the part of the Health Minister, our country and more particularly Tamil Nadu State is going to lose a grant of ten million U.S. dollars. We have to utilise this fund properly. So, you may instruct the Health Minister to make a statement on this.

Another important matter that I want to raise is this. Five people had been killed in Hubli, Karnataka. This happened on the Independence day. The hoisting of national flag should not result in shooting. Naturally, the House is interested to know the details under what circumstances the shooting incident took place and all that.

SHRI P.C. THOMAS (Muvattupuzha): Sir, I congratulate the farmers of India for making a record production of food-grains for our country.

Yesterday, the Prime Minister, specially mentioned when he delivered his Address that new schemes are also going to be introduced for utilising this excess production of food-grains in our country. That means whatever extra had been produced in India will be utilised for the poor people and for those who require it. I congratulate the hon. Prime Minister and the Government for taking this step.

I also congratulate him for reduction in the price of wheat because the

production of wheat has increased in this country. I urge upon the Government, through this House, to take a very serious view regarding the prices of other food articles also. Take the example of rice. Rice is being consumed all over India and especially in some States, rice is the only foodstuff which is mainly used in those States. One such State is Kerala where the statutory rationing of rice is prevalent and the price of rationed rice has been increasing due to frequent changes in the Governments. All through, it is the Government, which is responsible for increasing the price of rationed rice. So, I urge upon the Government to take this into consideration as a very important turning point. The price of rice should also be reduced so that the common man who consumes this foodstuff can be given some relief.

I also urge upon the Government to seriously consider the matter regarding the price of sugar. The Food Minister is also here. I pray that the Government will take a very serious note regarding this.

SHRI E. AHAMED (Manjeri): Mr. Deputy-Speaker, Sir, I would like to bring to the notice of the Government, through you, a very important matter affecting a large area of Kerala viz., the Malabar area. There is neglect of Malabar region of Kerala with regard to power-supply with the result that people are made to suffer untold hardships. Out of eleven generating stations which produce 1400 M.W. of electricity in Kerala, only one generating station which generates 75 M.W. of electricity is given to Malabar region.

The recruitment of Malabar is more than 600 MW of energy and they are given only 75 MW. Sir, even in the

installation of Diesel Generating Stations which was approved in 1989, Malabar area, which forms almost half the area of Kerala has been completely neglected. Sir, the only solution is that NTFC should come forward to help the Malabar region of Kerala for which the Ministry of Energy should take appropriate steps.

My friend, Mr. Narayanan, has mentioned about Hubli. Sir, whosoever tries to create communal tension and violence should be put down irrespective of party affiliations. This country has already seen the holocaust of communal violence. Anyway, I congratulate the Government of Karnataka for the steps it has taken to maintain law and order.

MR. DEPUTY-SPEAKER: Mr. Ahamed, your subject is regarding increase in power supply to the Malabar area of Kerala from NTPC.

SHRI P.C. THOMAS: This is also regarding power.

PROF. SAVITHRI LAKSHMANAN (Mukundapuram): Thank you, Sir, Dr. Kamala Selvaraj, Madras deserves the honour of the brain behind the birth of the first baby born through a surrogate mother in our country. Like Dr. Venugopal of AIIMS who performed the heart transplant for the first time in India, this lady doctor Ms. Kamala Selvaraj deserves the congratulations of our country.

So, let me take this opportunity to congratulate Dr. Kamala Selvaraj through you, Sir. Her victory in the field of gynaecology is a soft touch to the childless women, who for one reason or the other, are not able to bear child in their wombs.

If the surrogate mother, in due course, comes up with a demand that

the child is hers, that may create a number of legal problems. So, in order to avoid such a position, we should amend the Constitution, if there is any need.

Last but not the least, I thank the surrogate mother also for her sacrifices she made both physically and mentally.

SHRI P.C. CHACKO (Trichur): Sir, I invite the attention of the House to a very serious matter. The laws and regulations of this country are being flouted with impunity and this Government is only a mute witness to all that is happening. Lawyers from abroad are being allowed to practice in our courts. I do not know whether it is a part of globalisation. Even in the service sector free licence is given to foreigners in violation of rules of the country. Only on the other day a British lawyer was allotted to represent a multinational corporation in Delhi High Court.

According to Advocate Act, 1961, only the advocates who enrol themselves with Bar Association or Bar Council are allowed to practice in the Indian courts. No Indian lawyer is allowed to appear before any court in U.K. or U.S.A. How a foreign lawyer without enrolling himself with the Bar Association or the Bar Council of India is allowed to practice in an Indian court is a question to be answered by the Government.

If our Indian qualified doctors go to the USA or UK, they cannot given even a prescription to a patient; they have to undergo the test conducted by the concerned medical authorities in those countries.

The rules and regulations of this country should not be allowed to be

flouted by anybody however strong and influential he might be.

The foreign audit firms are opening their shops in India. How can they practise in India? Is the Government of India allowing these foreign firms to come to the service sector and practise in India including the law profession? This is a very serious matter. The Bar Council of India has taken a very strong objection to that. This matter is being considered seriously by a Division Bench of the Delhi High Court.

We want that the Government of India to come out boldly and openly and tell those people, who have come here for practice, that they cannot flout the rules and regulations of this country. I invite the intention of the Government through you to this grave matter.

SHRI P.C. THOMAS: Let us have a statement from the Law Minister on this because it is a very serious aspect. The practising of law is a profession. The import of technology does not, of course, include the import of such a profession. If that is allowed, I think, it will be a very serious aspect.

So, I also join with Shri P.C. Chacko to plead with the Government that this has to be taken seriously. The Government should come out with a statement before the house. We would like to know the real fact of the matter.

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 FALIERO): I would convey the feelings of the House to the Law Minister. *(Interruptions)*

MR. DEPUTY-SPEAKER: That is why he has understood the feelings so quickly.

SHRI P.C. THOMAS: We cannot go to the USA or UK and argue like this.

MR. DEPUTY-SPEAKER: That has been explained by Shri P.C. Chacko in a very clear way.

(Interruptions)

SHRI P.C. CHACKO: The Government should be made a party in this case. *(Interruptions)*

MR. DEPUTY-SPEAKER: The hon. Minister has told on the floor of this House that he will convey the feelings of the House to the Law Minister.

SHRI UMRAO SINGH (Jalandhar): Mr. Deputy-Speaker, Sir, through you, I would like to congratulate our worthy Prime Minister for his bold statement asking Pakistan to vacate the occupied Kashmir. Kashmir is an integral part of India. A part of that is under the control of Pakistan. It has been totally neglected. There has never been any election. There is no democracy. People are not enjoying their rights over there. It has been illegally kept by Pakistan.

Now the Government of India has taken this stand asking Pakistan to vacate this area. We hope that we will go to the logical end and see that the entire Kashmir being an integral part of India is freed from Pakistan. It is part of our State.

Pakistan has been indulging in terrorist activities and sending arms to this country for destabilising Kashmir and Punjab.

We have been telling Pakistan at various fora not to interfere in our internal matter, but they have not stopped it; rather the Prime Minister of Pakistan has been openly saying and interfering in our internal matter. I hope this House agrees with the Prime Minister and congratulates him for this bold statement.

SHRI JAGMEET SINGH BRAR (Faridkot): Mr. Deputy-Speaker, Sir, it is very important for the whole nation and also for democracy. I am sorry to mention that there is no Punjabi language Interpreter in the House.

Two or three years ago, there was a demand that there should be a Punjabi language Interpreter, who was able to interpret in English and later on whatever other language needed at that time.

Through you, I would like to request the hon. Speaker and your goodself also that there should be a Punjabi Interpreter so that my colleagues from Punjab and also Haryana, who would like to raise some matters in Punjabi, are able to raise them in the House.

MR. DEPUTY-SPEAKER: I will examine whether the rules permit or not.

SHRI UMRAO SINGH: The rules are there. Sir, we can have interpreter in any Indian language. There is no bar on that.

SHRI JAGMEET SINGH BRAR: Sir, I know the rules are there. 75 per cent of the Delhi people speak Punjabi language.

MR. DEPUTY-SPEAKER: Mr. Brar, this is a matter which should not be raised on the floor of the House.

(Interruptions)

SHRI JAGMEET SINGH BRAR: Sir, Punjabi is a very sweet language.

MR. DEPUTY-SPEAKER: Yes, I agree 100 per cent with your point of view.

SHRI E. AHAMED: But he is not speaking in Punjabi in the House.

SHRI JAGMEET SINGH BRAR: I will speak when an interpreter is there. If I speak without an interpreter, no one be able to understand.

MR. DEPUTY-SPEAKER: All right, let us see the position.

Now papers to be laid on the Table.

12.32 hrs.

PAPERS LAID ON THE TABLE

Memorandum of Understanding between Container Corporation of India Limited and Ministry of Railways for 1994-95

(English)

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): Sir, I beg to lay on the Table a copy of the Memorandum of Understanding (Hindi and English versions) between the Container Corporation of India Limited

and the Ministry of Railways for the year 1994-95.

[Placed in Library. See. No. LT 6273/94]

Memorandum of Understanding between Food Corporation of India and Ministry of Food for 1994-95

THE MINISTER OF STATE OF THE MINISTRY OF FOOD (SHRI KALP NATH RAI): Sir, I beg to lay on the Table a copy of the Memorandum of Understanding (Hindi and English versions) between the Food Corporation of India and Ministry of Food for the year 1994-95.

[Placed in Library. See. No. LT 6274/94]

Notifications Under Essential Commodities Act, 1955

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL SUPPLIES, CONSUMER AFFAIRS AND PUBLIC DISTRIBUTION AND MINISTER OF STATE IN THE MINISTRY OF COMMERCE (SHRI KAMALUDDIN AHMED): Sir, I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions) under sub-section (6) of section 3 of the Essential Commodities Act, 1955:

- (1) The Pulses, Edible Oilseeds and Edible Oils (Storage Control) Fourth Amendment Order, 1994 published in Notification No. S.O. 479(E) in Gazette of India dated the 28th June, 1994.
- (2) S.O.489(E) published in Gazette of India dated the 30th June, 1994 regarding exemption to certain Corporations and Cooperative

Societies from the operation of the stock limit of edible oilseeds and edible oils subject to the Limit mentioned in the Notification.

[Placed in Library. See. No. LT 6275/94]

Annual Reports, Annual Accounts and Reviews on the working of Regional Engineering College, Warangal for 1992-93, Regional Engineering College, Tiruchirapalli for 1992-93 etc.

THE DEPUTY MINISTER IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF EDUCATION AND DEPARTMENT OF CULTURE) (KUMARI SELJA): Sir, I beg to lay on the Table:

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Warangal, for the year 1992-93.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Regional Engineering College, Warangal, for the year 1992-93, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Regional Engineering College, Warangal, for the year 1992-93.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See. No. LT 6276/94]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Tiruchirapalli, for the year 1992-93, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Regional Engineering College, Tiruchirapalli, for the year 1992-93.

- (4) Statement (Hindi and English versions) showing reasons for delay in laying the paper mentioned at (3) above.

[Placed in Library. See. No. LT 6277/94]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Kurukshetra, for the year 1992-93, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Regional Engineering College, Kurukshetra, for the year 1992-93.

- (6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library. See. No. LT 6278/94]

- (7) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Hamirpur, for the year

1992-93, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Regional Engineering College, Hamirpur, for the year 1992-93.

- (8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library. See. No. LT 6279/94]

- (9) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Durgapur, for the year 1992-93, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Regional Engineering College, Durgapur, for the year 1992-93.

- (10) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above.

[Placed in Library. See. No. LT 6280/94]

- (11) (i) A copy of the Annual Report (Hindi and English versions) of the Malaviya Regional Engineering College, Jaipur, for the year 192-93, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Malaviya Regional Engineering College, Jaipur, for the year 1992-93.

- (12) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (11) above.

[Placed in Library. See. No. LT 6281/94]

- (13) (i) A copy of the Annual Report (Hindi and English versions) of the Sardar Vallabhbhai Regional College of Engineering and Technology, Surat for the year 1992-93, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Sardar Vallabhbhai Regional College of Engineering and Technology, Surat, for the year 1992-93.

- (14) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (13) above.

[Placed in Library. See. No. LT 6282/94]

- (15) (i) A copy of the Annual Report (Hindi and English versions) of the Maulana Azad College of Technology, Bhopal, for the year 1992-93, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Maulana Azad College of Technology, Bhopal, for the year 1992-93.

- (16) Statement (Hindi and English versions). showing reasons for delay in laying the papers mentioned at (15) above.

[Placed in Library. See. No. LT 6283/94]

(17)(a)(i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology, Delhi for the year 1992-93.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Technology, Delhi, for the year, 1992-93.

[Placed in Library. See. No. LT 6284/94]

(b)(i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology, Kanpur, for the year 1992-93.

(ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Indian Institute of Technology, Kanpur, for the year 1992-93.

[Placed in Library. See. No. LT 6285/94]

(18) A copy each of the following papers (Hindi and English versions) under sub-section (4) of section 23 of the Institutes of Technology Act, 1961:

(i) Annual Accounts of the Indian Institute of Technology, Delhi for the year 1992-93, together with Audit Report thereon.

[Placed in Library. See. No. LT 6286/94]

(ii) Annual Accounts of the Indian Institute of Technology, Kanpur, for the year 1992-93, together with Audit Report thereon.

(19) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (17) and (18) above.

[Placed in Library. See. No. LT 6287/94]

12.35 hrs.

MATTERS UNDER RULE 377

(i) **Need for adequate coverage of important events in Malabar Region of Kerala by Doordarshan**

[English]

SHRI MULLAPPALLY RAMCHANDRAN (Connanore): Sir, events and incidents taking place in the Malabar region of Kerala are not being given due coverage on the regional language programme telecast by Trivandrum Doordarshan. I earnestly request the Government to give directions to Trivandrum Doordarshan to ensure adequate coverage to all important and significant events/incidents in the Malabar area also.

(ii) **Need to direct Hindustan Zinc Authorities to reduce the intensity of blasting in the mines to avoid damage to the houses in the adjoining area**

SHRI SHIV CHARAN MATHUR (Bhilwara): Sir, ever since the lead and zinc mines in the Rampura-Agucha area of Gulabpura Tehsil of District Bhilwara have started functioning. The villagers of the area have been complaining of damage to their houses and other properties, the tremors caused due to the blasting of high intensity in the mines.

The villages, Bherukhera, very near to the mines, has suffered extensively. Out of about 80 houses, practically every house has developed cracks and some of the kucha houses have collapsed thereby causing great hardships to the inhabitants of the village. The entire grazing ground for the cattle of this village has been acquired by the Hindustan Zinc authorities in their reserved mining areas. As a result the cattle of the village has no place for grazing. Recently about 8 days back due to the heavy blasting in the mines area, the High School in the village Agucha, another big village near the mines area was badly damaged. The poisonous affluent of the mill which prepares the zinc concentrate is diverted to the village nalah and many cattle after drinking the polluted poisonous water have died. The hardship of the people of the adjacent areas are increasing every day and the Hindustan Zinc Management does not care about providing any relief to the people. The people are in distress and unrest is prevailing in the area which can take shape of a very big mass upsurge and can create law and order situation.

I would, therefore, urge upon the Government to take immediate necessary action to provide relief to the affected population and ask Hindustan Zinc authorities to reduce the intensity of the blasting in the mines and undertake remedial measures.

(iii) Need to enhance the charges for maintenance and repairs of Urban Links in the Country

SHRI P.C. CHACKO (Trichur): Sir, the funds provided by the Government of India for the maintenance of urban links at the rate of Rs. 16,000 per kilometre is quite inadequate to meet the

maintenance cost. The State Government may be permitted to undertake the widening and improvement of urban links and the cost may be reimbursed to the State. There are more than 100 kilometres of urban links/Municipal reaches in Kerala State. At present, the funds provided for the purpose, are not sufficient to meet the cost of repairing potholes and periodical surface renewals of urban links. Therefore, the existing rate of Rs. 16,000 per kilometre may be enhanced to atleast Rs. 25,000 per kilometre in the case of urban links for proper maintenance and repairs.

(iv) Need to provide more facilities at Bilaspur Railway Station in Madhya Pradesh

[Translation]

SHRI KHELAN RAM JANGDE (Bilaspur): Mr. Deputy Speaker, Sir, the office of Manager, Railways at Bilaspur in Madhya Pradesh earns more income for the railways than any other Railway Manager's office in the country, but the facilities provided there are totally inadequate. The income can be raised by expanding facilities there. The railway platform at Bilaspur is inadequate to meet the needs of the people. It should be expanded and the Uslahpur railway station located in its vicinity should be made a terminal station so that pressure on Bilaspur Railway Station could be reduced. It will be better if trains coming from Delhi and Raipur via Katni line, are stopped at Uslahpur. The shops outside Bilaspur Railway Station should be shifted to some alternative sites.

I, therefore, would like to request the Government to do the above work immediately in the public interest.

(v) Need to operate more flights from Calicut to Jeddah, Kuwait, Doha and Bahrain

[English]

SHRI E. AHAMED (Manjeri): There are now 19 weekly flights from Calicut Airport to four destinations in the Gulf countries namely Sharjah, Dubai, Abu Dhabi and Muscat. As per the present schedule, our aircrafts are very much underutilised, since aircraft which leaves Bombay, Madras or Bangalore comes to Calicut and go to the Gulf destinations and wait for many hours before returning to the base namely, Bombay via Calicut. It will be only in the best interest of Indians living in the Gulf countries as well as our Airlines, if this period of waiting is utilised to fly to the destinations like Kuwait, Doha, Bahrain and Jeddah. Therefore, I urge upon the Civil Aviation Ministry to consider the request of Indians living in Saudi Arabia, Kuwait, Qatar, and Bahrain to have Indian Airlines/Air India flights from Calicut Airport to Jeddah, Kuwait, Doha and Bahrain respectively.

12.45 hrs.

SUPPLEMENTARY DEMAND FOR
GRANT (RAILWAYS) 1994-95;
AND
DEMANDS FOR EXCESS GRANTS
(RAILWAYS) 1991-92 - *Contd.*

[English]

MR. DEPUTY-SPEAKER: Now, we shall take up further discussion on the Supplementary Demands for Grants (Railways) and Demands for Excess Grants (Railways). The total time allotted was three hours and we have already

taken nine hours and 16 minutes. We have got 10 more names according to the list.

Now, Shri P.C. Thomas.

SHRI P.C. THOMAS (Muvattupuzha): Mr. Deputy-Speaker, Sir, I support the Supplementary Demands for Grants (Railways).

The Members who have supported this Supplementary Demands have made several points, which include some aspects regarding passenger amenities. Now one point which I would like to bring to the notice of the hon. Minister is that this is a field, where the passengers would like to get the maximum attention. But, unfortunately, last year though a sum of Rs. 60 crore was earmarked, which, of course, was rather meagre as far as the nation is concerned, the whole sum of Rs. 60 crore was not utilised. I do not know as to why the whole funds, which have been earmarked for passenger amenities, have not been utilised when for various other aspects we were not able to find enough resources. This is something which has to be taken note of very seriously. I would plead with the Government and I would bring to the notice of the hon. Minister that this sum, Rs. 60 crore, is not enough for passenger amenities, in the year to come we have to increase this amount, and also we have to see that the whole amount is properly utilised for this purpose.

Now, the second aspect I would like to touch is with regard to some developmental works which have been declared and which have been actually on the verge of starting in Kerala.

Now I am happy that hon. Minister has declared in Parliament that a

preliminary survey, trafficking and engineering, of Kayamkulam and Punalur line will be taken up. I along with many others had also suggested that another line also should be taken up along with this line because that will serve the purpose of carrying maximum revenue for the proposed railway. Now the Cochin-Alwaye and Alwaye-Trichur areas are really flourishing industrial belts and there is much scope for getting much of the goods to be taken through the railways. I could understand that as far as the State of Kerala is concerned, the railway was taking one minus point with regard to the revenue which is earned from the transportation of goods from that State. But I think the statistics may not be correct, because if the railway is actually used for carriage of goods especially from industrial areas like Cochin and its suburbs, there can be much of goods service and much of carriage by way of goods transportation from this area, and this line which has been granted as a preliminary survey from Angamall through Perumbadoor via Muvattu Puzha, Pala and Kajirapally to touch Erumely in the proposed Kottayam-Punalur route will be one which can fetch much revenue by way of carriage of goods. I think, this survey should not be delayed and the survey which has been proposed, of course, for which no fund was earmarked, must be taken up with adequate funds earmarked for the purpose.

Now the third point which I would like to touch is with regard to the most important work to be taken up in Kerala, i.e. doubling of lines throughout Kerala from North to South. Now this has been a plea of not only the Members of this House but of the State Government as well as all who could come to the Railways and therefore the Railway Ministry has announced some work in this regard. But it is unfortunate that

actually the work is not proceeding and there have been reports which have been already pointed out, including some reports in some of the Malayalam Newspapers and also in *Indian Express* paper which had reported that many of the rails which were placed near the Kayamkulam-Quilon route or the Kayamkulam-Trivandrum route and the Quilon-Trivandrum route were removed. This has caused very serious apprehension in the minds of the people as well as the Associations and also the Members, who have actually reacted to this and we had also the opportunity to give memoranda to the Minister as well as the Minister for this and we were told that such type of removals were not done. We were also explained that what was removed was only the old rail which had to be removed from that area. I think, if this is true, a very categorical statement must come from the Ministry because there has been reports that all through these years, the used ones were not transported from that area to any other area, but they were auctioned from there. So this is something on which we would like to have a reply from the Minister by way of his reply in this Parliament. Now I am not going into the other aspects which are already being touched by the other Members of this House, but I will just take one or two minutes for my constituency.

MR. DEPUTY-SPEAKER: Time allotted is only three hours and we have taken nine hours and sixteen minutes and still some names are there. Therefore, my request to you is to speak literally for five minutes. We are very much compelled to complete this, much earlier. So kindly oblige.

SHRI P.C. THOMAS: Sir, I am only taking one more minute to speak one or two points about my constituency. Only

[Shri P.C. Thomas]

there are three stations in my constituency and out of that Mulanthuruthy is one station which can be developed in a very progressive manner. Now there has been much of rush in Ernakulam. Mulanthuruthy comes in the suburbs of Cochin.

It this station is developed, some of the trains could be stopped there. The high rush in the city and saturation in the Cochin railway station could be avoided.

Now, I would like to mention about another aspect. As Valanthurthy railway station, many of the trains do not stop. But on my request the Ministry of Railways have taken one positive step to stop one train there, namely, Kannure-Trivandrum Express. But, unfortunately, this train was coming there only at the odd hours of the day at 1 o'clock in the morning. This was done as an experiment. But by the time people come to know of this stop at midnight, they have stopped this train stating that it is remunerative. I request the hon. Minister of Railways that one or two trains may be stopped in the station during the day time.

That is all I wanted to say at the present moment and I stop here due to paucity of time.

MR. DEPUTY-SPEAKER: You have got another three minutes. You can make one or two new points.

SHRI P.C. THOMAS: I was reminded earlier that there was no time. So, I did not raise other aspects which I wanted to raise.

MR. DEPUTY-SPEAKER: Now, from five minutes we have increased to

ten minutes. Therefore you have another three minutes time at your disposal.

SHRI P.C. THOMAS: I will take only one more minute because many of the points have already been discussed and I do not want to repeat them.

Piravom road station comes in Shri Ramesh Chennithala's constituency, but it caters to my constituency also. Now, there is a factory called Hindustan Newsprint which is making huge profits by way of production of newsprint. That is a factory which has workers from all over India and we usually call that factory as a miniature India, where families of workers from all parts of India are residing. This station is only less than one km from their premises. This is a station which comes in between Kottayam and Ernakulam and this is a station which comes exactly in the middle where a stop could be provided at least for Madras Mail which is so important train which takes passengers to Madras from that area. So, my request is to kindly grant one stop for Madras Mail at Piravom road.

We have to take up electrification in Kerala. The Kerala State is not going to progress much without the development of railways there. But the funds allotted are very meagre. Actually, Rs. 16 crore was sanctioned last year and this year also around Rs. 16 crore has been sanctioned. However, the work is not progressing and the amount sanctioned is very meager to the extent of one-tenth of the total amount which is required for the purpose of electrification from Erode to Ernakulam. Now, as far Erode to Ernakulam is concerned, I request the Government to kindly allot more funds in the next Budget. Please see that the funds which have been sanctioned this year must be utilised.

Now, as far as doubling of Quilon-Trivandrum line is concerned, we have brought it to the notice of the hon. Minister of Railways that the funds which have already been sanctioned have not been utilised so far. But I do not want to join hands with others who have alleged that the funds have gone to Karnataka.

But there is one article which I found in the *Indian Express* which says that the funds which were sanctioned for gauge conversion of the Hubli line, have been diverted. This is a very important point which affects the minds of the people of Kerala and which has caused serious apprehensions in the minds of all the Members from Kerala. Of course, we do not want to say that the Railway Minister is partial towards any State because he has been trying not to be partial. But it appears that the funds given to Kerala have not been utilised. There are Paper reports of the effect that they have been diverted for the purpose of some other work in the home State on the hon. Minister. So, I would humbly request the hon. Minister to clarify this and to see that the funds which have been allotted to Kerala are utilised immediately and also that the development work which has been taken up by way of doubling of line from Kayamkulam to Trivandrum is also taken up immediately and completed in time so that this most important project which Kerala needs, can be progressed. Only if doubling of the line takes place, we shall get the benefit of the Konkan Railway, for which Kerala has already been given about Rs. 38 crore.

Kerala is a State which does not have enough funds for any development work but Kerala has already contributed a huge sum for the purpose of Konkan

Railway. So, I plead with the Government that doubling of lines from Shurnur to Mangalore and Kayakulam to Trivandrum are the projects which must be taken up immediately and completed in time so that we get the benefit of the Konkan Railway.

SHRI UMRAO SINGH (Jalandhar):

Mr. Deputy Speaker, Sir, first, I would like to congratulate our Railway Minister for introducing several trains in Punjab – some to Amritsar and some to Jammu, passing through Punjab. Especially, I would like to mention the Shatabdi Express which he was kind enough to inaugurate last week from Amritsar, on the 11th of August, and also the Rajdhani Express which has been started from Nizamuddin to Jammu once in a week. These two prestigious Express trains and a few more trains have been introduced in Punjab. Punjab being one of the richest States, we have a large number of people who would like to travel. After normalcy has been restored in Punjab, there is more demand by the people to travel to Delhi, to other parts of the country and also abroad. So, the Shatabdi Express which has been started from Amritsar has proved to be very successful and very popular.

The Railway Minister was there at Amritsar for inaugurating the Shatabdi Express. Though I could not go there because I was at Jalandhar, but I have seen the crowd at Jalandhar and Ludhiana. There was a tremendous response from the public. Thousands of people came to greet the train, to see the train and to appreciate the steps taken by the Railway Ministry and the Government of India. The people of Punjab, especially the people of the three cities – Amritsar, Jalandhar and Ludhiana – are very grateful to the Railway Minister

[Shri Umrao Singh]

and also to the officials of the Railway Board, particularly the Chairman of the Railway Board, Mr. Bhatnagar, who has been very cooperative in complying with our request.

In the last Budget session, we had given a memorandum. All the Members of Parliament from Punjab, some from Himachal Pradesh and some from Haryana also joined. With prompt reply, the Minister had kindly agreed and the train has started. On behalf of the people of Punjab, I appreciate it and feel grateful to our Railway Minister for this.

Sir, all our Shatabdi Express trains are very prestigious trains and special attractions to the people. I would like to make a suggestion that this train can be dedicated in the name of Golden Temple. The Golden Temple is one of the holiest places not only in Punjab but also in the whole country, or rather in the whole world. People come to see and pay respect in the Golden Temple from all parts of the country and also from the whole world. It is sacred not only for the Sikhs but for others also. Its foundation was laid by a Muslim saint, Mian Mr. It is open to all religions. I, therefore, suggest that it will be a very good gesture if this train is dedicated to the Golden Temple and named after it. No smoking is allowed in this train. That was the only condition which the S.G.P.C. and other Sikh organisations have been putting for not making any train in the name of Golden Temple. Since this train is completely air-conditioned, no smoking is permitted. It will be a very good gesture if the Railway Minister makes this announcement today naming the train after the Golden Temple. This will attract more tourists and also devotees

from other parts of the country and also from foreign countries.

I would like to make another submission. We have the International Airport – the Indira Gandhi International Airport – terminal at Palam in Delhi. If we see the number of flights coming to and going from Delhi, we can see that at least 30 to 40 per cent of the people who are coming to Delhi by these flights are from Punjab. They are facing a great hardship with regard to railway reservation. The Railway have now completely computerised railway reservation system. If they can open a computerised railway reservation centre at the international airport terminal at Palam it will help in a great way the people who are coming from abroad and who would like to visit Amritsar and other places in Punjab. Earlier there was a small counter which was working in a very limited manner. Now with the computerisation of reservation system there can be a full-fledged reservation counter at the airport. Even if the Railway Minister wants to have foreign exchange, I say that the people are prepared to buy tickets by paying foreign exchange because that will save a lot of botheration for them and they can travel straight from the airport to the railway station and take the train. I suggest that this will be a good programme for earning foreign exchange. It will also be a good gesture to the people who are reaching Delhi from foreign countries. If there is a reservation counter at the airport it will be helpful not only to the people of Punjab but to many others who are arriving Delhi and leaving for different parts of the country. They can also have return journey facilities.

I would like to express our gratefulness for introducing the Rajdhani Express. But it is now running only once

a week. We are taking many steps to popularise and encourage people going to Jammu and Kashmir and we are making all efforts to show to the world that Kashmir is an integral part of India, I, therefore, suggest that if this train is made a bi-weekly train, the people of this region will be able to utilise it in a better way.

I also suggest for providing a stoppage for this train at Jalandhar Cantt. Jalandhar is a most important town in Punjab. Jalandhar is a district adjoining other districts of Punjab like Hoshiarpur and Kapurthala. Majority of the Punjabis who are settled abroad are from this region. All the vernacular papers are published from Jalandhar. I, therefore, suggest that a stoppage for this train may be provided at Jalandhar Cantt – not at Jalandhar City – because Jalandhar Cantt is on the way. It will not, in any way, have an impact on the speed of the train and also on the total journey time. The hon. Railway Minister has been very kind to the people of Punjab. I hope that he will accept this request also.

Sir, on the inaugural day of the Shatabdi Express, I have taken the journey and the train reached from Amritsar to Delhi in five hours and fifteen minutes.

13.00 hrs.

It has reached 45 minutes before the scheduled time of arrival. I also understand the daily arrival of the train is 15 to 20 minutes before the scheduled time of arrival. So, there is a great scope for reducing the journey time and speeding of this train and starting this train a little late than the scheduled time now. I think, when the winter approaches, after some experience the railways will look into this

aspect also because it will lessen the travelling time. I hope they will consider this aspect.

The next point I would like to stress is about the linking of our capital Chandigarh. Punjab is the only unfortunate State, the capital of which is not linked by rail from all the directions. There is a survey from Rajpura and there is a demand from Ludhiana also. Some metre-gauge tracks have already been relaid and converted into broad-gauge tracks. Chandigarh is not only the capital of Punjab, but it is also an international city where a lot of tourists are coming now. It can come only on the main line if a link is provided from Chandigarh to Ludhiana starting from Rajpura. Some of the trains can pass through Chandigarh and that will greatly help Punjab and also the people who like to visit Chandigarh. It will not only shorten the distance by 70 to 80 kilometres, but it will also greatly help the people to visit Chandigarh in time in the morning. All the passengers are travelling in buses only to go to Chandigarh, especially those who are going to attend offices and courts they start early in the morning to reach Chandigarh in time for their offices. This causes great hardship to the people of Punjab. I hope that the Railway Minister will be kind enough to see that, if not this year, may be next year this link is provided.

Sir, Goindwal link is already in the pipeline. Goindwal is also one of the holiest and historic towns in Punjab and this is being developed as an industrial town. A big Super Thermal Power Plant is coming up there. I hope that this line will be completed soon and then Goindwal will be connected with Kapurthala. Then, some of the trains can go to Amritsar through this link and it will help Kapurthala

[Shri Umrao Singh]

also which is the headquarter of one of the finest railway coach factory which has produced the latest air-conditioned and other coaches that has brought a revolution in the manufacture of coaches in the country. By this way, Kapurthala will also be linked.

Sir, as I have suggested most of the Punjabis who have settled abroad are from Jalandhar. So, they would like to come to Jalandhar very often and they would like to have confirmed reservation also. This can only be done if Jalandhar Reservation Office is computerised. There is already a proposal to computerise the Jalandhar Reservation Office. I would request the Railway Minister, through you, Sir, to take up the work of computerisation of the Jalandhar Reservation Office at the earliest. After the introduction of Shatabdi and Rajdhani Express trains the computerisation of the Jalandhar Reservation Office has become all the more important. Jalandhar is a very important town in Punjab and so, the computerisation of Jalandhar Reservation Office should be taken up quickly. Then, Jalandhar is an important centre where lines from five or six places are coming. It is a big junction, but unfortunately there are two platforms only. In view of more trains now passing through Jalandhar, the building of the third platform is all the more necessary and urgent. I hope the third platform will be constructed soon.

Sir, I would like to say that we are trying to go fast.

I remember an incident which took place when Shri Swaran Singh was the Railway Minister. An overbridge was under construction in one particular region. So, a delegation of cart pullers came and

met him and requested him not to allow the construction of the overbridge as it would bring in difficulties for them. Now we are going very fast, but still there are people who want to go slow. So many people had approached with a demand for a passenger train. When we are going after fast trains like the Rajdhani and the Shatabdi, still there is a big demand for a passenger train from Amritsar to Delhi. No such passenger train is available for those people who want to travel locally and who want to travel leisurely. So, I would like to mention that point also here and I hope the Minister will keep it in mind.

As has been pointed out by my friend, Shri Bansal, earlier there was a train from Amritsar to Kalka which had been stopped now. It was the only train which used to link Chandigarh with the northern parts of Punjab. It had been stopped a few years ago. This train with different timings should be started now. Himachal Pradesh is also getting more and more tourists now and there is a demand for having more trains terminating at Kalka or Chandigarh. It will benefit Himachal Pradesh and Punjab also if this Amritsar-Kalka train is started and some of those trains terminating at Ambala Cantonment should be terminated at Kalka. That way, it will help Punjab, Chandigarh and Himachal Pradesh also. I hope the Minister will look into it. Thank you very much.

MR. DEPUTY-SPEAKER: As per the list of next speaker will be Shri Bheru Lal Meena. Each speaker will be given 10 minutes so that more speakers can participate in the debate and we can complete the discussion as per the scheduled time.

Now the House stands adjourned to meet again at 2.05 p.m.

13.07 hrs.

The Lok Sabha then adjourned for Lunch till five Minutes past Fourteen of the Clock.

14.18 hrs.

The Lok Sabha re-assembled after lunch at Eighteen Minutes past Fourteen of the Clock.

[MR. DEPUTY-SPEAKER *in the Chair*]

SUPPLEMENTARY DEMAND FOR
GRANT (RAILWAYS) - 1994-95;
AND
DEMAND FOR EXCESS GRANTS
(RAILWAYS) - 1991-92—Contd.

[Translation]

SHRI BHERU LAL MEENA (Salumbar): Mr. Deputy Speaker, Sir, I rise to support to Supplementary Demand for Grant of the Ministry of Railways. I would like to draw the attention of the Government to a historical place and urge all the hon. Members to share my opinion.

Udaipur is the birth place of Maharaja Pratap. The train Chetak Express, named after the horse of Maharana Pratap originates from Udaipur. This train started during the British period but there has been no change whatsoever in the train since then except the fact that it has been now Christined Chetak Express. But this historical place has not been linked with Delhi by broad gauge and its conditions has also not been improved at all.

Over the 80 per cent of the Government citizens there are tribals. It

is the policy of the Government and especially of the Congress party to develop backward areas. The tribals should be encouraged in every field to work. But there is an idiom in Mewari that only he who is at alest is gainer. I have been raising this issue frequently since I joined Lok Sabha. Hon. Lady colleague Dr. Girija Vyas had also raised this demand several times. Shri Shiv Charan Mathur also raised it many times. But this demand could not be fulfilled. On this occasion I would like to request the hon. Minister of Railways to link this historical place Udaipur with Delhi by broad gauge line.

I must thank the hon. Minister on releasing more funds for gauge conversion in Rajasthan. Although the funds have been allocated for other areas like Bikaner, Jodhpur, Jaisalmer, yet I would like to thank him for linking Delhi with Jaipur by broad gauge line and link with Udaipur will not be possible if it passes through Ajmer, Marwar and Ahmedabad. Link with Udaipur will be possible if the line passes through Ajmer, Bhilwara and Chittaur. If this link is provided it will help in the development of the tribal area.

There are huge assets in the form of mines in Udaipur whose exploration requires means of transportation. The National Highway passes through the centre of Udaipur city. There is railway line and every other thing. But since we are ushering in the twenty first century and there has been rapid global progress all around the backward areas also should be developed. On the one hand it is claimed to develop the backward areas on priority basis, on the other hand, they are neglected by the Government. It has not made any announcement to convert this line into broad gauge there. But we hope that the

[Shri Bheru Lal Meena]

Government will undertake that work, allocate funds for this purpose and give priority to this line during this Fifth Year Plan so that development may take place in tribal areas.

Rock phosphate, soap stone, marble stones and zinc etc. are found in abundance in this area. High quality marble is found there and also exported. But in the absence of transportation facility no heavy machinery can be brought there. With the laying of broad gauge line, this can be done easily. This will help the big industrialists to set up industries there and provide employment to the people.

On this occasion I would like to State that there are a large number of I.T.I. diploma holder tribal youth in my area. Many of them have worked as apprentices with the railways but none of them has been given employment as yet in the Railways.

I recall when I was very young and Shri Jagjivan Ram was the Minister of Railways. He had provided employment to many backward class people in the Railways but I can not say how far will you do justice to these tribal people. I am not saying that on my own but according to the policy of the Government of developing the backward areas. When I go to the backward areas of my constituency, I find that no development has taken place and people ask me what I am doing over here. Therefore, I urge upon the Minister of Railways to convert this line into a broadgauge one keeping in view the development of these areas so that the minerals and metals, I have

mentioned can be exploited and the area developed. I may also tell you that the traders feel handicapped in the absence of a broadgauge line from Bombay to Udaipur.

I thank you for introducing a train service from Jaipur to Howrah but it has very less general bogies which creates problems for the general passengers in travelling to and fro. You and I travel by the reserved class but the common people who travel by running tickets face difficulties in this train. I request you to increase the number of general bogies in this train. Similarly, more general bogies may be added to the Chetak Express so that people can travel conveniently. I would also like to touch upon the speed of this train. This train running from Udaipur reaches Delhi at four or six o'clock but it takes a lot of time. I, too, travel by this train. Earlier, this train was hauled by a coal engine which was replaced by a diesel engine on the request of the legislators of the areas but it was an old engine. This train stops at many stations and thus has a slow speed. At that time, the members of Parliament had put forth different demands so that the people got the facility of many stoppages. I do not oppose that but I want to say that the train will reach Delhi earlier once it catches up more speed. From Udaipur to Jaipur, it is all right but one gets bored while travelling from Jaipur to Delhi and there is no proper catering arrangement enroute. I would also like to request you to open the broadgauge line linking Bombay with the capital forthwith and also demand to link Ajmer-Bhilwara-Chittorgarh-Udaipur with a railway line.

With these words, I conclude and thank you for giving me time to speak.

[English]

SHRI CHIRANJI LAL SHARMA (Karnal): Mr. Deputy-Speaker, Sir, I must congratulate the Railways on the improvement they have made and the good work done by the Ministry. So many Rajdhani and Shatabdi trains have been started. Many new trains have been started and some trains have been extended. But, Sir, I would today stress upon some problems pertaining to my constituency, and in particular to Haryana. Being a Member of the Railway Consultative Committee, for years together, I have been discussing these problems. But, I deem it necessary to draw the attention of the hon. Minister to one of the most important aspects.

Jhajjar is a Sub-Division in Haryana, which if I am not wrong, is making the maximum contribution to the Army next to Mahendgarh District. But, Jhajjar is a completely ignored town from all points of view. There has been no development, particularly because it is not connected with rail. NCR has suggested that there should be some sort of bypass connecting Khurja, Palwal, Rewari and Rohtak via Jhajjar. To the best of my knowledge, survey for this project has been conducted. But, I do not know when the Railways is going to give practical shape to it, or translate it into action. There can be absolutely no development, unless Jhajjar is connected with a rail route. Therefore, Sir, with all the vehemence at my command, I would stress and request the hon. Minister to give priority to this.

Secondly, Sir, Shatabdi Express has been started from Amritsar to Delhi and way back. We are very happy. I must congratulate the Railway Minister for this. But, "water everywhere, not a drop to drink" is applicable to us. Delhi

is about 458 kms or so, from Amritsar. You start a train from Amritsar or from Delhi, it passes for about 225 kms or 230 kms through Haryana, that is, half the way. I fail to understand as to why we are being deprived of this facility. The hon. Minister is laughing. Hon. Minister, may I have the temerity to submit in all humility, this is not a matter to be laughed away. I can safely say that this is clear discrimination against us.

The train is passing through Haryana for about 225 kms out of 458 kms you cannot provide a stoppage at Ambala. My hon. friend from Punjab was saying that Amritsar is a holy place, tourists go there, devotees go there. I agree. But, why should tourist from Karnal, from Panipat, from Kurukshetra, from Ambala miss the opportunity? A very large number of Sikhs inhabiting these towns keep going to Amritsar. Why are they being ignored? Sir, I would submit that one stoppage at Ambala should be provided. From Ambala Cantonment Amritsar is 248 kms. We can still go about 15 kms to 20 kms towards Punjab side within Haryana, but, I think from Ambala town it is 245 kms.

You are providing a stoppage at Ludhiana. You are also providing a stoppage at Jalandhar which is hardly 50 kms or so from Amritsar but you cannot provide a stoppage at Ambala and you cannot provide a stoppage at an historic place like Kurukshetra. This is too much. This is a great injustice to us. I would, therefore, request the hon. Minister to undo this wrong that had been done to us. We should not be deprived of this facility of travelling by Shatabdi, at least, up to Ambala which is half the distance. This is one point.

You had started second Shatabdi Express also. I am simply basing by

[Shri Chiranjil Lal Sharma]

submission on the basis of the reports that had appeared in the Press. The second Shatabdi Express that had started from Chandigarh to Delhi does not have a stoppage at Ambala. I am not sure about it. If it is right, then I would say that it is a great injustice. The distance is hardly 250 kms or so. When you are giving a facility of Shatabdi Express, you should also at least give one stoppage at Ambala.

Then, Sir, there are so many trains that are going to Jammu and Tawi. It is because, there is a holy shrine known as Vaishnodevi. And there are people who are also going to Kashmir. You have extended some trains and you have also introduced new trains but, Sir, you have not provided any stoppage at the district Headquarters viz., Karnal and Kurukshetra. Karnal comes in my constituency. I had been crying hoarse. Karnal is an historic place since the days of Maharaja Karan. We have a big institution like NDRI at Karnal. Karnal and Kurukshetra are the two biggest producers of rice. They are making the maximum contribution to the Central Pool. There are so many colleges and industries. I fail to understand this. Do not the people of Karnal have the right to have all these facilities? They rebuke by saying: "Mr. sharma, you are representing this constituency consecutively for the fourth term. We are electing you. We feel ashamed that you cannot even prevail upon your Railway Minister to give a stoppage of morning trains at Karnal." I have to face a rough weather as and when I have to travel by a train. I have been discussing this point.

Sir, recently two trains have been extended. We are very grateful for this. After the doubling of the railway track,

a number of Mail, Express and Super-fast trains have been introduced. There is no shortage of trains. It is like having water but cannot drink. These Super-fast trains can have four stoppages between Ambala and Amritsar but they cannot have a stoppage at Karnal.

Sir, out of so many trains that had been introduced, at least one train in the morning and one train in the evening should have a stoppage at Karnal for the people who are going to Vaishnodevi. These are not big demands.

Sardar Umrao Singh has told that once he travelled by Shatabdi Express from Amritsar to Delhi. While the scheduled time for the journey was six hours, the actual travel time was only five hours and fifteen minutes viz., forty-five minutes less than the scheduled time. This indeed is creditable. You can utilise this time, by giving a stoppage in Karnal so as to facilitate the people of Haryana.

Similarly, Sir, Panipat is an Assembly segment of my constituency. It is the district Headquarters. Its population is more than three lakhs. Panipat is the biggest exporter of cotton fabrics in the whole country.

A smile from the Railway Ministry can have the needful done. But I do not know what sin we have committed. But such a big industrial and historic town where three battles were fought which exports carpets, pardhas, chadhars to America and Canada is not given even a stoppage. I would request the hon. Minister to see that this reservation quota in all long distance trains, whether they are mail, express or superfast trains, going towards Amritsar or Jammu or to Delhi side should be increased to at least four. I need not name all the trains.

Then, Sir, there is one Ucha-haar Express. This train goes to Ambala. Probably because – if I am not wrong – of non-availability of platform in Delhi. This train leaves at seven in the morning and reaches Ambala at about 10.30 or so. It stays there; it rests there for five hours - it is allowed to take rest so that the engine does not remain hot.

I have been making this request. Hundreds of people who go to Chandigarh can avail of this opportunity. Chandigarh is the capital of Haryana besides being the capital of Punjab. But what facility has the Railway Minister provided? There is only one minute stoppage at stations like Samalkha, Gharaunda and Neelokhedhi etc.

The Railway Minister has constituted Committees and Sub-Committees to study the functioning of his Minister by visiting places. That is a very good policy. It is a way of reposing faith on the representatives of the people.

Suraj Mandal Committee recommended these stoppages. But I have not been able to get the relief that I have been crying for. May I request the hon. Minister to give practical shape and translate it into action? The Suraj Mandal Committee had recommended for the stoppage of Unchar Express. This is not the first time we are discussing this. In the earlier meetings also a question was put to me, "Mr. Sharma, what station would you stress?" I said, "Samalkha, Gharaunda and Neelokhedhi". But simply because these three places fall in my constituency, my request could not be acceded to. I do not know whether I have incurred their wrath and displeasure. But the tragedy with me is that I always put facts bluntly. When you are bitter, you are supposed to be true. I have no

personal axe to grind. I know their problems; I know their difficulties.

I request the Railway Ministry to adopt a practical and rational approach to the solution of minor problems which are being brought to their notice.

Then, Sir, I talk about electrification. In the budget for the year 1991-92, a provision of Rs. 236 crore was made for electrification from Delhi to Ludhiana.

That work is going on at a very low speed. It was supposed to be completed within this Five Year Plan and it was likely to be completed upto Panipat very soon, which is about 100 kilometres from Delhi.

You can give relief to the commuters by starting 2-3 local electrical trains so long as electrification is not completed, because the moment it is completed you will have to raise these platforms. But till then you can give relief to the commuters and thousands of passengers by running local electric trains between Delhi and Panipat.

There used to be a Shalimar Express. It used to go from Delhi to Amritsar via Panipat, Karnal and Kurukshetra. But it was diverted via Meerut six-seven years ago. I asked, "What is this?" They said, "We will give you the relief." The relief was given. There was a train known as 'Moori Express' which used to leave Delhi at about 4.35 a.m., but that was running late daily.

My usual place of residence is Kamal and I visit Karnal off and on. I raised this point as to why it was always late. Then, we find that instead of removing that difficulty, they said, "All

[Shri Chiranji Lal Sharma]

right, you are raising this problem time and again, we will teach you a lesson. We start this train at a time that it passes through your constituency at night when people cannot avail of this facility."

What I mean to say is that from 2.30 p.m. uptill 9.00 p.m., there is no mail or express train or superfast train which goes from Delhi to Amritsar or Jammu Tawi via Panipat and Karnal, the main stations of Northern Railway. In the Morning there are trains starting from 5.00 a.m. to 2.30 p.m. I fail to understand this mystery. Why should not this fact be looked into. At least one or two trains must be started.

Sir, in all humility, of course with all the vehemence at my command, I would request the hon. Railway Minister kindly to look into the grievances I have ventilated, on the floor of this House, in the interest of the people I request and in the interest of the State I belong to. I would once again request him to redress our grievances by giving us the relief we have been crying for. Thank you very much, Sir.

SHRI R. ANBARASU (Madras Central): Mr. Deputy Speaker, Sir, though I rise to support these Demands for Grants, I support with heavy heart. In the last Budget, there was a total discrimination to Tamil Nadu.

I have already brought to the kind attention of the hon. Railway Minister. There are no trains, no new lines and only some paltry sums were allotted for the incomplete projects in Tamil Nadu.

Sir, it is very much disturbing and distressing, for a city like Madras the

mass rapid transit system was started in the year 1983.

When Madam Indira Gandhi was the Prime Minister, this project was approved. At that time also I was a Member of Parliament in this House. Sir, do you know the distance for which this railway line was conceived? It was only for 8.5 kilometres. Now we are in 1994. Originally the hon. Railway Minister had promised that this railway line would be commissioned in the year 1990 itself and again the very same hon. Railway Minister promised that it would be commissioned by the year 1992. Now we are in 1994. Now they have completed this project up to Chepauk covering up to only four kilometres. The total distance is 8.5 kilometres. The distance that has been completed so far is only four kilometres and odd. What is the reason? There is no will. I find that hon. Railway Minister is not willing and is not very interested in completing that project. That is why, every time very meagre, some very paltry sum is being allotted for this project. Whereas in Bombay, Calcutta and in other places, this sort of project was completed even before time.

Another important point that I would like to make is that the estimated cost of the project was only Rs. 55 crore at the beginning, that is, in 1983. But now the cost has been escalated to Rs. 250 crore. Who is responsible for this long and deplorable delay? What has to be blamed for this? Therefore, I urge upon the hon. Railway Minister to kindly take some extra interest in completing this project at least before 1995.

Sir, the name of this project is Mass Rapid Transit System. But the way with which this project is being completed, there is no rapidness. This project is

moving at a snail's pace. Therefore, I would again urge the hon. Minister to allot some more funds to complete this project as early as possible or at least before 1995.

Sir, I do not want to use some other word. But I want to caution the hon. Railway Minister that if this project is not completed before 1995, I am going to sit in *dhama* in front of the Southern Railway Headquarters with my people and I will see that this project is completed.

The broad gauge line, Dindigul-Madras, was supposed to be completed in this year itself. I learn through a reliable source that this fund has been completely diverted to Karnataka. I tried somehow to get a copy of this Order of the Railway Minister. Their officials are more loyal to him than to anybody else. They are more loyal to the master than the Minister. Therefore, I could not get a copy of that Order. But I have a reliable information - I referred it through so many top high officials in Southern Railway - that this fund has been diverted to Karnataka.

Sir, I would like to submit here that when Shri Ghani Khan Chowdhary was the Railway Minister, he was called as 'Malda Minister'. When Shri Madhavrao Scindia was the Railway Minister, he was called as 'Gwalior Minister'. When our hon. Railway Minister is here, I do not want that he should be called as '*Bahadur* of Karnataka' because though he is short in height, he is very strong in action. I know that. I have faith in him. Therefore, I urge the hon. Minister not to divert this fund to Karnataka.....(Interruptions)

SHRI G. DEVARAYA NAIK (Kannara): You are under a wrong impression. That is not correct. The

whole nation is before him. He is taking the whole country with him and not Karnataka alone.....(Interruptions)

SHRI R. ANBARASU (Madras Central): He is only taking care of Bangalore city.

Sir, in fact an attempt was made to shift the entire Southern Railway Headquarters to Bangalore. Then, we all joined together, went and met our Prime Minister and only at the instance of the Prime Minister, it was stopped.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): When?

SHRI R. ANBARASU: It was done year before last. At that time we presented a memorandum also.....(Interruptions)

SHRI P.G. NARAYANAN (Gobichettipalayam): This kind of step motherly treatment cannot be tolerated by the people of Tamil Nadu. So, I appeal to the hon. Minister to rectify the defects.

SHRI C.K. JAFFER SHARIEF: Sir, I am extremely sorry here. Some time back some friend from Kerala spoke. He said that the material meant for Kerala was taken to Karnataka and now my friend Shri Anbarasu is telling that I have shifted the headquarters of Southern Railway to Bangalore. I do not know whether I should tell the truth or not. The truth is that the headquarters of Southern Railways is in Madras and a large number of Tamilians who work there look after the interest of entire region falling in the jurisdiction of Southern Railway including Bangalore. Shri Anbarasu can speak whatever likes but this is the truth.

SHRI R. ANBARASU: Mr. Shukla, the General Manager of the Southern Railway himself is not a Tamilian.

SHRI C.K. JAFFER SHARIEF: What difference can one General Manager make?

SHRI R. ANBARASU: No, Sir, there are so many officials. Karnataka people are there.

SHRI C.K. JAFFER SHARIEF: Sir, with all deference to all the Minister of Railways — past and present — for a Minister of Railways it is the country which is important and not the State. Whatever projects we have taken they are not on the basis of States. I have been listening to all the Members. Each Member made demands on the basis of States. A zonal railway consists of three or four States. The zonal jurisdiction is totally different than the State jurisdiction. There it gets shared to different States. We are taking up projects based on routes and not on any specific State.

SHRI P.G. NARAYANAN: I want to know why the capacity of integral coach factory at Madras has been reduced considerably. Seven hundred coaches have been diverted to Kapurthala in Punjab.

SHRI C.K. JAFFER SHARIEF: That is also wrong. Neither we have shifted anything from ICF Perambur to Kapurthala nor from Kapurthala to ICF Perambur.

So far as coaches are concerned, we have three production units. One is in Perambur near Madras; another is in Kapurthala in Punjab; and the third one is Bharat Earth Movers Limited in Bangalore. We have placed orders

through our own units which are in Kapurthala and Perambur, which are under the Ministry of Railways. We have not placed a single order on the one which is under the Ministry of Defence, namely, Bharat Earth Movers Limited, and which is in Bangalore in my constituency. That itself proves whether the Minister of Railways is taking it to Bangalore or not. Shri Anbarasu should be able to speak on that also as to whether anything has gone to Bangalore and whether things are going to different places.

SHRI R. ANBARASU: I am happy that hon. Minister was kind enough to clarify though I do not fully accept his explanation. I have got some other fear also. I want to mention one thing that the Railway authorities suddenly have issued instructions to the officials that those who are working in the Mass Rapid Transportation system should be repatriated to their original zones. what do you mean by it? I think, some sinister motive is behind it. They would like to stall this project also. Why should they be taken back to their original zonal railways? Even half of the project is not yet completed. But instructions have been given there to take them back to their original zone. Therefore, I urge upon the hon. Minister to look into it. I know that the hon. Minister will not be aware of it with all his multifarious activities. Therefore, I urge upon the hon. Minister of Railways that till the MRTS is completed these officials can be kept at Madras to complete the project.

In 1992-93 Budget, perhaps this august House may remember, during the Railway Budget, there was a project Anna Nagar — Villivakkam railway line, for which a token sum of Rs. 1001 was allotted. I demanded, while participating in the Budget, that more fund should be

allotted. I demanded, while participating in the Budget, that more funds should be allotted because that project required only a few lakhs of rupees.

15.00 hrs.

So, what I did was I took out a bundle of Rs. 10,000, placed it on the Table of the House and said that if he wanted some more money, I would collect it from people of my constituency. After all, the cost is only a few lakhs and the hon. Railway Minister should allot some more funds. But in the present budget, I found that this Annanagar-Villivakkam railway line was completely washed away. It has disappeared from the scene. I do not know why. There is a strong allegation against some of the officials in the Southern Railway that the real estate owners have collected a huge amount and they have met some officials and saw to it that this line was not executed because this line goes through their particular land. How far it is true, I do not know. I would like to bring to the attention of the Railway Minister that this Annanagar-Villivakkam railway line is only an existing line. We need not go in for a new railway line. Construction of one or two platforms here and there and extending the existing line will be sufficient to cater to the needs of people of north side of Madras city. This is very very important, and, therefore, I urge upon the Railway Minister to issue suitable instructions to complete this project.

There is a demand for construction of a new railway line from Madras to Sriperumbudur via Porur and Poonamallee. I request the hon. Railway Minister to consider this. The place of assassination of the late leader Shri Rajiv Gandhi has become a pilgrimage centre.

Many of us owe allegiance to Shri Rajiv Gandhi and we should honour the late lamented leader. Everyday nearly ten to fifteen thousand people are visiting that place. But there is no train facility to go to Sriperumbudur from Madras. Therefore, I urge upon the Railway Minister to sanction a new railway line from Madras to Sriperumbudur via Porur and Poonamallee.

Another point I would like to stress here is the provision of a daily Rajdhani Express. The Railway Minister has been kind enough to provide a daily Rajdhani Express for all the other cities, but why not for Madras? Why has it been extended to Kerala? What harm have the people of Madras done to him? We want the Rajdhani Express on daily basis.

If the hon. Minister could arrange some vigilance checks from his Department, he would find that the Tamil Nadu Express and the G.T. Express are so crowded that the people are sleeping even near the toilets, with the result that it becomes impossible to go to the toilets. The coaches are very dirty. Sufficient number of cleaners is not provided. Especially the second class passengers are facing lot of difficulties.

Another point that I would like to mention is with regard to the cost of food. The cost of *vada* is rupees three. For curd rice it is Rs. eight and for *masala dosa* it is Rs. six. If you just see the quantity of the curd rice, it is not even four or five spoons. Such a small quantity, they are serving, whereas they are charging exorbitantly high rates.

These are the immediate things to be attended to because, after all, it is the poor people who are travelling in second class.

[Shri R. Anbarasu]

Then, Sir, I demand that there should be a foot-overbridge at Vyasarpadi Jeeva railway station on Madras-Arakonam section. The trains are often stopped at Vyasarpadi either due to non-signalling or due to some other difficulties. The north of Madras city is not adequately linked with railway lines. Therefore, those people who are residing eight to ten kilometres away from the city, find it very difficult to reach the railway station. For reaching the railway station, they have to cross the existing railway line, which is very risky. Therefore, I urge upon the Railway Minister to issue proper orders for the construction of a foot-overbridge at Vyasarpadi Jeeva railway station.

There is another thing. Madras has got two terminals – one is the Madras Central and the other is the Egmore station. Because of the growing population and keeping in view the needs of the people, these two terminals are not sufficient. If some express trains are stopped at Vyasarpadi, nearly 50 per cent of the commuters will get down there which will ease the congestion at Madras Central. Apart from stopping express trains at Vyasarpadi, I urge the hon. Minister to sanction the third terminal for Madras city, preferably at perambur. I believe that such an idea was conceived five years ago and survey was also conducted. But due to paucity of funds it was stalled. Therefore, I urge the hon. Minister to revive that plan to have a third terminal at Madras city.

Our hon. Minister is very well aware about the demands of the promotee officers. It is a very long-pending demand. They are all agitating now. In fact, they have fixed their agitation on 20th to march to the house of the Prime Minister.

I do not want these people to go and create an embarrassment there. In Indian Railways the two-fold artificial classification, namely Class-II and Class-I, was created by the British for racial discrimination Class-II being meant for the Indians and Class-I for the Europeans. This was decided to be abolished and it was announced some time during 1947 itself. Before the First Pay Commission, the Chief Commissioner for Railways deposed that the Government and the Railway Board were committed to abolish this two-fold classification due to the fact that it was difficult to distinguish the duties and responsibilities of these two gazetted officers in Railways. The work and the duties of these two officers – Group A and Group B – are one and the same and, therefore, there is no meaning in having different pay scales. Both the officers of Groups-A and B should be paid in the same scale of pay.

The Administrative Reforms Commission, headed by Shri Hanumanthiah also recommended for abolition of these two groups. In March, 1994 the Prakash Tandon Committee, an expert body, appointed by the Railway Ministry to study the Organisational Structure and Management Ethos of Indian Railways, have recommended, vide page 41 of their report, which I reproduce herein below:

“Recruitment from supervisory levels through a formal selection process accounts for about half the managers on the Indian Railways. These managers have the advantages of years of field experience but generally do not possess academic qualifications on par with the directly recruited managers. Their designations as Group-B officers has reinforced the differences between the two

streams for recruitment managers resulting in a sharp cleavage. It is strongly recommended that this distinction be removed and all those once selected to become officers should compete on an equal footing for further promotions and responsibilities."

Therefore, I urge the hon. Railway Minister to remove this distinction between Group-A and Group-B officers since the duties and responsibilities of Group-A and Group-B officers are one and the same. It is not the same case with the other Central Government officers. Their duties and responsibilities are different.

Therefore, I urge the hon. Minister to take care of the demand of the promotee officers. I request the hon. Minister, while replying to the debate to give some assurance so that the agitation that they have fixed can be avoided or postponed.

MR. DEPUTY-SPEAKER: Shri Anbarasu, you have taken 17 minutes. In this way others cannot complete their speeches. There should be a definite time limit.

SHRI R. ANBARASU: Sir, I will take only a minute.

While concluding I would like to say that many hon. Members, rather, feel that the demand of every State is not properly protected by the Railway Minister. Therefore, my suggestion is that hereafter the ministries of Railways and Industry ministries should be on a rotation basis and each State should have an opportunity of sending a Railway Minister at least once for two years. So, these two ministries should be given on a rotation

basis. I appeal to the hon. Prime Minister to consider my request.

15.10 hrs.

ARREST OF MEMBER

[English]

MR. DEPUTY-SPEAKER: I have to inform the House that the hon. Speaker received the following wireless message dated 12 August, 1994, from the Commissioner of Police, Hubli, Dharwad on 13 August, 1994:

"Shri V. Dhananjaya Kumar, Member of Lok Sabha, who was taken into preventive detention on 12 August, 1994 at 13.38 hours in Vidyanagar Police Station, Hubli, in crime No. 225/94 under section 151 and 107 Cr.P.C., was produced before the Sub-Divisional Magistrate, Dharwad, who remanded him to judicial custody till 17 August, 1994. Shri V. Dhananjaya Kumar, is being sent to Central Jail, Belgaum."

15.10½ hrs.

SUPPLEMENTARY DEMAND FOR GRANT (RAILWAYS) - 1994-95; AND DEMANDS FOR EXCESS GRANTS (RAILWAYS) 1991-92-Contd.

[Translation]

SHRI ROSHAN LAL (Khurja): Mr. Deputy Speaker, Sir, I thank you for giving me time to speak.

[Shri Roshan Lal]

I stand to support the Supplementary Demand for Grant (Railways) 1994-95 and the Demands for Excess Grants (Railways) 1991-92. At the outset, I would like to request the hon. Minister of Railways to pay attention to 3-4 points I am going to raise and accomplish them.

15.11 hrs.

[SHRI TARA SINGH *in the Chair*]

I come from Khurja where pottery is a dominant vocation and it is known as the pottery city. The railway crossing at the Khurja railway junction remains closed for 18 out of 24 hours. The passengers bound for Jewa, Jagirpur, Palwal and Faridabad via Khurja junction have to make long haltages at this crossing. Therefore, I urge you to *construct a fly-over at Khurja Railway Station* so that the passengers face no more difficulties and inconvenience.

A rail service from Khurja to Jewa, Palwal was sanctioned in 1986 and its survey had been conducted but no action has been taken on that so far. Therefore, funds may kindly be sanctioned and this rail line constructed immediately.

There has been a war of attrition at a place in Khanpur, Chola and Sikandarapur for months together. There a Gangotri, Khurja, Ghaziabad, Rohtak shuttle, K.G.R. 353-54, stopping there since 1987 has been withdrawn from July 30, 1994 causing inconvenience to thousands of people living in surrounding villages. The Chola station and Sikandarapur are 5 kms. each away from Khanpur. There is no road link there. People from 10-15 villages like Khabra,

Khanpur, Chhachhoi, Nagla, Sherpur, Beechhat, Madaura, Kamalpur etc. go there for earning a living. People also staged a protest at the railway track against the withdrawal of that train P.A.C., too, has been deployed in Bulandshahr. There is no link with Delhi here. It creates many difficulties. I urge that orders for stoppage of 353 up-354 down train there be issued so that the difficulties of the people living there are mitigated.

Sir, in 1991-92, I had written to you and to your officers to issue orders of constructing Chirsi halt station between Dankaur and Azadpur stations. 11 thousand odd daily passengers shuttling to Delhi and Ghaziabad for service had also promised their support and contribution in the construction of Chirisi halt station. This plan had been sanctioned but the subordinate officers places obstructions in its way for some reasons. I request you to kindly construct the Chirsi halt station so that the passengers are benefited.

Sir, I had already requested that Mahananda Express should have a stoppage at Dankaur station and order for the stoppage of Berauni Express, Magadh Express, Tinsukhia Express and Vaishali Express at Khurja station be issued keeping in view the demand of the people there.

The EMU train service between Aligarh and Delhi has been withdrawn. Orders for running this train again be issued for the benefit of the passengers there.

The condition of public conveniences at Khurja station is very bad. The platform is also in a bad condition. The road constructed at the link road station is in a dilapidated State. It is difficult to reach

the Station when rain water accumulates there. There is no reservation facility, no reservation counter there. I urge you to issue orders to reform these and make the junction worthwhile and beautiful.

I would like to reiterate my request of providing stoppage of 353 up and 354 down train at Khanpur station again which has not been stopping there since 30th July. People also wanted to meet you in this connection and had sent a delegation here. Please issue orders of stopping this train there again and mitigate people's sufferings.

Thank you for giving me time to speak.

[English]

SHRI P.P. KALIAPERUMAL (Cuddalore): Honourable Chairman, Sir, thank you very much for giving me this opportunity.

At the very outset, I congratulate the honourable Railway Minister for his rapt attention in the matter of passenger amenities.

I have been told that the works undertaken to provide passenger amenities are in full swing in the State of Tamil Nadu.

Further, I want to record my appreciation for the achievement that the Railway Ministry attained in the matter of loading.

At the same time, I request the hon. Railway Minister to investigate the allegation made by Hon'ble Member Shri R. Anbarasu because it is a serious allegation. Discrimination against any

State in India is dangerous. More particularly, discrimination against Tamil Nadu is still more dangerous because Tamil Nadu is already notorious for parochialism and linguistic fanaticism.

So, I request the Railway Minister to investigate the allegation and place the answer before this House.

I support the Grants placed by our hon. Railway Minister.

I am also having some demands for the consideration by the Railway Ministry. My constituency is Cuddalore in Tamil Nadu. Cuddalore is the Headquarters town. It is also an industrial town. In the heart of this town, there is a level-crossing at Thirupapuliur. This level-crossing is having enormous traffic density and there is no railway over-bridge and the people of this town have been demanding a railway over-bridge on this level-crossing. Their demand is genuine and it is a decade demand. The people of this town would blame the Member of Parliament if this railway over-bridge is not constructed.

So, I request the hon. Railway Minister to look into the matter with attention and include the construction of railway over-bridge at least in the next year's works programme. Otherwise, my people will stage a dharna in front of my house. In response to their dharna, I will be constrained to stage a dharna in front of the Railway Bhavan or in front of the hon. Railway Minister's house. Hence I request the Hon'ble Railway Minister to be kind enough to look into the matter with attention.

In my Constituency there are several unmanned railway gates. All of us know, unmanned railway gates are dangerous and accident-prone sites.

[Shri P.P. Kaliaperumal]

So, I request the hon. Railway Minister to man all these unmanned railway gates with utmost attention and also immediately.

There are about 1,841 accident claim cases pending. It means, 1,841 families or 10,000 persons are suffering because of this pendency.

So, I request the hon. Railway Minister to see that these cases are expedited and the compensations are awarded immediately.

With these observations, I support the Demands.

[Translation]

SHRI VISHWESHWAR BHAGAT (Balaghat): Mr. Chairman, Sir, I rise to support the Supplementary demands for grant presented by the Railway Minister.

Sir, my Parliamentary constituency is that region of Madhya Pradesh which is known as Mahakoushal. Balaghat is such a district in Madhya Pradesh where minerals are found in abundance and Kanha National Park is also situated in this district. Besides that, more than 50 per cent of the total production of copper is produced in this district. From the exploitation of these mineral resources the Railway department earns Rs. 30-40 crore every year. In spite of the exploitation of minerals on such a large scale, it has to be transported 100 to 150 kms upto Gondiya. When I got elected to this House. I raised this matter under Rule 377 and also in general discussion that the narrow gauge line from Jabalpur to Chandrapur should be converted into broad gauge line. I am thankful to the

hon. Railway Minister that he has included it in the Eighth Five Year Plan and has also given assurance to me through a letter. But when the Railway Budget for the year 1992-93 was presented, the work was started from one corner i.e. from Chandrapur. No doubt that the conversion work should be done in Chandrapur also but other areas like Jabalpur, Mandla, Seovini and Balaghat from where this line passes through, no conversion work has so far been undertaken. As a result of it this Adivasi dominated areas could not be developed. Therefore, I request the hon. Minister that the conversion work should be started immediately for the development of this region. Several hon. Members have collectively requested the hon. Prime Minister and he has given time too for laying foundation stone. Therefore, I request the hon. Railway Minister to take immediate steps for laying foundation stone and starting the conversion work of this line.

There are only three trains – a Super Fast Mandala, a Mail train and third one is Turala Express – from Bombay to Howrah. There is no two tier bogie in Turala Express and the first class bogie attached to this train is in dilapidated condition. New bogies should be attached with Howrah-Bombay Kurla Express. One AC two tier bogie should also be attached to this train because it is a very important route which connects East and West. There are only few trains on this route, therefore, I request the hon. Minister, through you, that one more Super fast train should be introduced on this route so that the people who want to travel from East to West could get more facilities.

Sir, one train named Utkal Express which runs upto Amritsar via Delhi, passes through Madhya Pradesh, but the bogies

of this train are in such a critical condition that one has to use umbrella while travelling in this during rainy season. Since its extension upto Amritsar, this train has been continuously running late 6 to 12 hours. People belonging to Orissa and Madhya Pradesh use to travel in this train and they have become fed up with this train. We have drawn attention of the Government several times toward this problem. All of our Members have requested you but no change has yet been brought about in this train. I would request the hon. Railway Minister that old bogies of this Utkal Express train should be replaced with new bogies and it should be ensured that it runs on time regularly only then it can become beneficial to the long route passengers.

Sir, Amarkantak Express and Mahanadi Express, which runs upto Bhopal, are being run three days a week. I would request that these trains should run daily so that people of that region may get more travelling facility. Thirdly, I would like to say that there is Turusar Road Jn. on Bombay-Howrah route where all the trains including Express trains have their stoppages but no stoppage of Mahanadi Express has been provided on this important place. This train has its stoppages at all districts but not on this important place. Therefore, I request that a stoppage of this train should be provided at Turusar also. Train No. 3334 runs between Bilaspur, Bhopal and Indore. One first class bogie has been removed this train as a result of which people are facing a lot of difficulties. It is learnt that its rake has been attached with Shipra Express. Therefore, I request the hon. Minister that we do not have any objection if a rake is attached to the Shipra Express but a first class bogie should be attached to the train No. 3334 running from Bilaspur to Indore.

Sir, Kantagi is only 15 km. away from Tirodi and for the extension of this line I have drawn the attention of the hon. Minister through a Resolution. It is a place from where manganese is transported to Turusar and other places. Foodgrains cement and other things are also transported from this place but due to the non-availability of any shed, traders are facing a lot of difficulties. Therefore, a shed should be constructed at Tirodi railway station. The Government is earning profit from there so at least a goods shed should be constructed there for the safety of goods so that the people may also get facility there.

Sir, I would like to draw the attention of the hon. Minister to this fact that we all have made a submission on 24th that we have certain other petty demands for which we do not get time to raise in the House. We, the Members from Madhya Pradesh, have sought time from the hon. Minister to meet him and he has given time to us. I would like to thank him and request him that the most important work in our area is conversion of Gondiya-Jabalpur narrow gauge line into broad gauge line. These are Adivasi districts and keeping in view the development of these areas, the conversion of this narrow gauge line into broad gauge line should be taken on priority basis. With these words I conclude.

[English]

SHRI INDER JIT (Darjeeling): Mr. Chairman, Sir, I am grateful to you for giving a chance to speak, even though briefly, on the subject.

I have great pleasure in supporting the Supplementary Demands for Grants of the Railway Ministry and more particularly because I believe that some

[Shri Inder Jit]

good and great work is being done in the modernisation of our railway system. But as I compliment the Railway Minister, I would like to draw the attention of this House and through you, Sir, of the Minister, to some of the woes, frustrations and agony of my Constituency, Darjeeling.

Sir, contrary to popular impression, my Constituency does not consist only of the hilly areas of Darjeeling. It also consists of four Assembly constituencies in the plains, namely, Siliguri, Phansideva, which includes Naxalbari, Islampur and Chopra. Siliguri area has been greatly suffering for the past many years. In fact, my main purpose in speaking today is to try and seek from the Railway Minister some measures and some steps to restore the Siliguri Junction, the importance and glory which it once enjoyed at the principle Railway Station of North Bengal and as the railhead and gateway to *Darjeeling, Sikkim, Bhutan* and Eastern Nepal.

Ironically, the importance of Siliguri Junction has sadly slumped even as the tourist traffic to Darjeeling. Sikkim and Bhutan has grown by leaps and bounds. Darjeeling alone had something like six lakhs to tourists last year and the number is expected to be even greater this year. There was a time when as many as 17 trains ran through Siliguri Junction linking West Bengal, Assam, Bihar and Uttar Pradesh. Today, there is just one train called Guwahati-Lucknow Train or G.L. Train. But, this G.L. Train is no longer running up to Lucknow. It stops at Allahabad.

Some 20 years ago, a new railway station called New Siliguri Junction was established seven kilometres from the Old Siliguri Junction in terms of the

railway line to provide a broad gauge link between North Bengal and Calcutta, *via* Malda following the construction of a rail bridge at Farraka. This broad gauge was thereafter extended to Guwahati, providing a much needed broad gauge link with Assam, in addition to the earlier meter gauge link. The New Siliguri Junction was subsequently renamed New Jalpaiguri.

In sharp and distressing contrast, the Old Siliguri Junction has suffered great neglect. As I mentioned a little while ago, it gets only one G.L. Train which stops there both ways at the highly inconvenient hour of 1.30 in the morning. In addition, it provides a narrow gauge and a meter gauge link with New Jalpaiguri, seven kilometres away. But, no one uses the narrow gauge train, which presently runs only in name. The metre gauge is used both for passengers and goods traffic, the latter including oil tankers from Dibrugarh.

I have gone into the matter at great length with the kind help of experts in the area and I strongly urge that the Old Siliguri Junction should now be linked by broad gauge to the New Jalpaiguri Junction, which is a distance of barely seven kilometres. This broad gauge could easily substitute the narrow gauge, for this distance, without involving any great expenditure. This conversion of the narrow gauge into broad gauge would be a boon, indeed to the growing tourist traffic to Darjeeling, Sikkim and Bhutan.

At present, these tourists are unfairly forced to travel the additional distance of seven kilometres, which by road is 15 kilometres by congested roads and to reach their destination, they have to waste a lot of time and money. It would also enable the Darjeeling District and proceed to Calcutta *via* New

Jalpaiguri, which is located in Jalpaiguri District.

There is a human angle also to my request. Old Siliguri Junction has presently 210 porters and 100 vendors. All of them are today virtually without employment and are facing starvation and great hardship. Time was when they were busy almost round the clock, thanks to 17 trains that once ran through the old Siliguri Junction. As I have mentioned already, only one train stops at the old Siliguri Junction.

I would also like to point out that in the last two and a half years, the Railway Ministry under your leadership – dynamic leadership, if I may say so – has performed a great task in converting something like 3,000 kilometres of metre-gauge into broad-gauge. Your target is 6,000 kilometres. All that I am asking out of this large project is seven kilometres, *just barely seven kilometres. But these seven kilometres would make all the difference to us.*

Mr. Chairman, Sir, I would also like to strike a personal note at this point. Only last week, I travelled from Calcutta to New Jalpaiguri and a week earlier, I travelled from Siliguri to Guwahati. I had to traverse this distance of 15 kilometres from Siliguri to New Jalpaiguri through congested roads. Normally, only airports are built outside big towns and big cities. But in this case, we have this absurd situation where a railway station is built at a distance of 15 kilometres by road from Siliguri City.

Siliguri today is virtually the financial capital of the North East. It is not only the most important city of North Bengal, but it is, in fact, the second most important city of West Bengal. And in this

particular case, I would also like to point that all over the world, where we are moving towards modernisation, the efforts is to try and modernise the railway stations within cities and to bring the old and out of way stations into the cities. I recall travelling once by TGV from Paris to Lyons. There, the advantage, of course, is that when you have the railway station right within the city, you will encourage many more people to travel by train. I am sure that if you convert these seven kilometres of metre-gauge into broad-gauge, it will also bring you a lot more income, which at the moment is going to those who are running surface transport, namely buses.

Sir, having made this point, I would like to make one other point with regard to my constituency. This is about the Darjeeling Mail. Sir, the Darjeeling Mail is today one of the most prestigious trains linking Calcutta with North Bengal. *As I said, only last week, I travelled from Calcutta to new Jalpaiguri and it was a horrendous experience. You might well ask me as to what was so horrendous about it. The maintenance is shocking and 'shocking' is perhaps an understatement of this afternoon. I travelled in a second class AC compartment and the entire compartment was full of cockroaches. You could not sleep as the cockroaches were crawling over you all the time, threatening even to enter your nostrils. They gave you a terribly creepy feeling. You were also not sure of the foodstuff. When we started from Calcutta at 7 o'clock, we carried some foodstuff with us. But before we realised, the food packets were full of teeny weeny cockroaches.*

What I would like to point out is that there is need for greater attention to maintenance. If the present

[Shri Inderjit]

arrangement is not able to take care of maintenance, I would strongly urge the hon. Railway Minister to look at the possibility of privatisation in this and other areas because I think it is important that the highest standards of maintenance are upheld. In fact, it might interest this House to know that one local editor of Siliguri has filed a case in the High Court against the Railways on account of the tremendous nuisance presence of cockroaches in the compartments of the Darjeeling Mail. I would strongly urge the Railway Minister to please try and see that certain minimum standards of hygiene and cleanliness are maintained. If there is any problem, he must surely use his dynamism to think of other ways of tackling it.

Sir, I am very grateful to the Railway Minister for having agreed last year to provide for the stoppage of the Assam Avadh Express at Alubari, near Islampur. But, I would also like to point out that there has been a great demand in my constituency, which includes Islampur and Chopra, for the stoppage of the Kanchanjanga Express at Islampur. Somehow our people are not satisfied with just one stoppage. They are rather unhappy. I, therefore, would request the Hon'ble Minister to consider the possibility of stopping Kanchanjanga also.

Sir, two more points and I would have completed my presentation. The other point is about the Rajdhani Express. I compliment Shri Jaffer Sharief for having introduced a Rajdhani Express from Delhi to Guwahati once a week. We are happy that it also stops at New Jalpaiguri, although, I wish, it was stopping at Siliguri Junction itself. But, I think, there is great need for greater frequency of this Rajdhani train connecting Delhi and

Guwahati. I would urge the Railway Minister to explore the possibility of running it at least twice a week, because once a week is just little too niggardly in my opinion.

As I said, I shall make one more point and conclude. I heard with great distress some very serious and grave allegations made in this debate a little while earlier, about discrimination. My friend, Shri R. Anbarasu made some grave charges and allegations against the Railway Minister and accused the Railway Ministry of discrimination against Tamil Nadu.

Sir, the railway system is one system which has greatly helped in bringing about national integration. If the allegations, which have also been made by another colleague from the back benches, are true, then this is, indeed, a very serious and grave matter. There is no scope for any discrimination by the railways against any State. I am glad that the Railway Minister has promptly denied the allegations. But I suggest that it might be a good idea to ask the Standing Committee connected with the Railways to set up some kind of a Sub-Committee to investigate these charges. Because, I think, if there are any untruths, these untruths must be nailed. The truth must be known. Ultimately, we have to be quite clear that whatever is done should promote national integration and not lead to emotional disintegration.

[Translation]

SHRI LAKSHMAN SINGH (Rajgarh): Mr. Chairman, Sir, I have risen to support the Supplementary Demands of Railways. I would also like to give some suggestions in this regard. I hope that the hon. Minister would take action

after seriously considering those suggestions.

Mr. Chairman, Sir, only the railway line links North India and South India. It links their culture. As my colleague, Shri Indrajit, has said that it is important for the unity and integrity of the country also. While going from North to South, the train goes via Madhya Pradesh and it is a very big State of the country from the geographical point of view. The area of its Baster district is equal to that of Kerala State. Thus, it is important that there should be a railway network in such big States having such a large area such as Madhya Pradesh. HBJ pipeline passes through the Guna district in Madhya Pradesh and out of the total production of L.P.G. 33% is produced in Vijaypur. So, it is essential that the goods traffic should be properly maintained and new express trains should be introduced, with a view to fulfill the dream of the former Prime Minister Shri Rajivji regarding industrial development which can take place at the side of this pipeline. All those areas are poised for a speedy industrialisation in future wherever gas-based pipelines have been found to exist. The Central Government have made capital investment of about three-four thousand crores. A gas-based fertilizer factory has been set up there. The GAIL produced LPG there. Several other units are likely to be set up in that area because gas-based industry does not cause pollution and their excise tax is also nominal. So, the railway transport system should be strengthened.

Mr. Chairman, Sir, there is only one Sabarmati Express in that area at present which runs 3-4 days in a week. That is why it is essential that a Beejapur-Delhi fast train should immediately be started because the officials of GAIL and

NFL have to travel 250 kms. by road in order to reach Gwalior and catch train from there. It causes delays and losses to the Government. If the Government pay attention to that large scale profits can be earned by the Railways. There are several trains which can be run through short-routes but are being run. For example, if Jaipur-Madras train is run through Kota-Beena railway line, the distance would be less and the traffic would also increase because a large number of people from Southern India and Northern India work in those Industrial Institutions which I have mentioned and they would be greatly inconvenienced by this train. Similarly, if Indore-Howrah Express is run via Guna it will benefit the Railways. This announcement had been made by the former Minister of Railways Shri Madhav Rao Scindia but it is yet to be honoured. I hope that the Ministry of Railways will consider it.

Mr. Chairman, Sir, the survey in regard to Bhopal-Ramganj Mandi railway line has been conducted two-three times in the past. At the time of conducting the survey it had not been considered useful but now this line would prove to be very useful because a large quantity of Kota stone is being extracted in Ramganj Mandi. Kota stone worth crores of rupees is being exported but a great inconvenience is being faced in this regard in the absence of rail line in Bhopal. Several cement plants have also been set up around Ramganj Mandi. Having a rail line now would definitely prove to be useful.

Mr. Chairman, Sir, the road link between Madhya Pradesh and Rajasthan gets broken during monsoon. It happened this time also due to floods. Thus, it is essential that the work of Bhopal-Ramganj Mandi rail line is commenced after

[Shri Lakshman Singh]

according approval to it so that the link between Madhya Pradesh and Rajasthan remains unbroken. A Member has a suggestion which she could not put forth. Shrimati Lakshmanan says that Konkan railway has issued a Bond worth Rs. 4.50 crore. They want its approval from the Ministry of Railways and if it is approved it will not lead to any financial burden on the Ministry of Railways. I am of the view that the suggestion of Shrimati Lakshmanan be accepted. The main problem concerning the Railways of our country is hike in the price of sugar. Our country imported sugar. The sugar is lying and its desired transportation is not being done especially the number of wagons to be given to Madhya Pradesh has not been provided resulting in the continued hiked prices of sugar though there should have been a decline in the prices. The main factor behind it is the inability of the Ministry of Railways to carry out the proper transportation of sugar. I would like the hon. Minister to pay special attention to it and ensure a speedy transportation of sugar through railways with a view to bring down the prices of sugar and provide relief to common man.

I am grateful to you for allowing me to speak. With these words I conclude.

SHRI MANIKRAO HODALYA GAVIT (Nandarbar): Mr. Chairman, Sir, I rise to support the Excess Demands for Grants for 1991-92 and Supplementary Demands for Grants for the year 1994-95 pertaining to Railway Minister. At first I thank the hon. Railway Minister for paying attention towards improving the condition of railways in Maharashtra and giving sanction for survey of new rail line between Dhulia and Nardhana. I, on behalf of the people of my constituency

and myself thank the hon. Minister for giving sanction to start this work.

Indian railways is one of the core industries of the country. In respect of transportation, it is useful for the people of the country. There is a big difference in transportation by Central railways and that by Western railway. I would like to make a suggestion that Central railway administration should follow Western railway in this respect.

I come from Nandarbar area of Maharashtra State which is a tribal dominant area. It is the policy of Central Government that backward and tribal areas should be developed and given all the facilities. But Surat-Bhoosaval railway line in my constituency is quite old, 4 up and 4 down passenger trains run over it. Alongwith Ahmedabad-Havda, Navjeevan Express and Rapti Ganga, a few more trains pass through this railway line. Apart from it, 9 or 10 goods trains also run over it. In 1984, sanction was given for doubling of 25 kilometre Jalgaon-Dharangaon rail track, but it is still the same. I would like to say that the work for doubling the railway line is being done slowly. In August, I got a letter from the hon. Minister which mentioned that in railway budget for 1994-95, Rs. 13 crore and a few lakhs have been allocated for doubling of this railway line. Sir, through you, I would like to request the hon. Minister that a team of senior officials should be sent for deciding that whether the doubling of Surat-Bhoosaval rail line is needed or not. You can sent for such information. Although in my opinion Railway Minister also feels that the necessity of doubling of Surat-Bhoosaval rail track but I have heard that Railway Board is refusing to execute it on the ground of insufficient traffic and revenue on this route. I would like to say that report sent by officials

from the Western Railway and DRM is based on incorrect facts and datas. Around 15 dacoities have taken place in Surat-Bhoosaval section.

16.00 hrs.

Railway security force or police is doing nothing and Passengers travelling on this line consider themselves totally insecure.

One boggy is attached in Viramgaon passenger train at 20.45 hrs. running between Nandarbar and Bombay through Surat-Bhoosaval railway line. This boggy is attached for 7 or 8 days in a month. All the trains coming from the side of Bhoosaval are irregular because there is single railway line. Railway controller at Nandarbar gives high handed orders for halting these trains at any station which also affects the frequency of trains. The train is stopped at Surat station even on the day when this boggy is not attached with Viramgaon passenger train and thus passengers face great difficulties due to it. The train keeps standing for the whole night on station. Sometimes this boggy is attached with Baroda-Bombay passenger or Ahmedabad passenger on the next day the thus passengers are facing great difficulties.

Sir, through you, I would like to say that perhaps we have to launch a 'Rail roko movement' for removing this inconvenience, because action has been taken so far on my complaints in this regard.

Mr. Chairman, Sir, I would like to say that Government should consider that Surat-Bhoosaval line was constructed years back and even the rail track has not been changed since then. Sometime derailment of trains take place and the

whole line is closed and passengers face great difficulties. In July, 1994 one railway engine derailed near Byara railway station and luckily there was not a big loss. An engine of goods train derailed between Chiptada and Khat village and the whole line had to be closed and coming and going of trains was stopped. In this way trains running on this railway line often get late and passengers face difficulty. There would have less problems if there would have been a double line.

Mr. Chairman, Sir, through you I request the hon. Minister that a team of railway officials should be sent for conducting survey regarding traffic on Surat-Bhoosaval rail line so that you will get correct information in this regard.

Mr. Chairman, Sir, through you I request the hon. Minister to send a team of officials for conducting on the spot survey of the traffic on Surat-Bhoosaval line so that you will get correct information about it.

Mr. Chairman, Sir, often accidents occur due to non-manned railway crossings. Now Railway administration has made arrangements that half of the salary payable to these watchmen will be given by the State Governments. Therefore, I demand that one man should be posted at every railway crossing. Like Shri Chhitubhai Gamit, I also demand that electrification at Surat-Bhoosaval rail line should be taken up.

Mr. Chairman, Sir, I thank you for allowing me to speak.

SHRI JAGMEET SINGH BRAR
(Faridkot): Mr. Chairman, Sir, I thank you for giving me an opportunity to Speak.

[Shri Jagmeet Singh Brar]

Sir, I agree to my senior colleague, who have thanked the hon. Minister for introducing a new Shatabdi Express between Delhi and Amritsar and thank the Government of India and the Minister for it. I also agree to Shri Umrao Singh and suggest to name this train as 'Golden Temple Express' as after the great saint "Syed Miyan Meer Express". It will leave a good impression on the people of Punjab.

Mr. Chairman, Sir, I consider myself very unfortunate because Railways have ignored our area for a long time. Hon. Minister is not present in the House especially when I started this topic:

Mahabbat ke liye koochh khas dil

maksoos hote hain,

Yeh voh nagma hai jo hor saaz

par gaya nahi jata

I thought today that I will be able to express my sufferings and woes before the hon. Minister but it seems that I am not so lucky. I request the Railway Minister to link Chandigarh with Ludhiana by rail line, as Chandigarh is the capital of Haryana and Punjab and also a union territory. Ludhiana is otherwise known as Manchester of India. It is a nucleus centre of Punjab in respect of industries and trade but it has not yet been linked with Chandigarh by rail line. All the former Chief Ministers of the State and Members of Parliament have made several appeals in this regard. Chandigarh should be linked with Ludhiana and new rail line laid after conducting the survey of Punjab immediately.

Mr. Chairman, Sir, you are aware of the topography and history of Punjab. It gives me pleasure to say that the hon.

Railway Minister for the first time laid a 80 kms. long broad-gauge double line upto Fazilka two years ago. People expressed their happiness and gratitude over that. But at least 500 jawans of Jat regiment were martyred in the border area of Fazilka. Iqbal has said:

Ek Hamin The, Tere Marka Raw Se,
Khushkiyoon Mein, Kabhi Ladate,

Kabhi Daryaoon Mein, Ki Alamat,
Kabhi Yorup Ke Sayoon Mein.

But the contempt shown by the Railway Minister and the Railway Department towards those martyrs is shameful. Restoring to Fazilka the status it enjoyed prior to 1947 is a secondary question. All train services were withdrawn and no new train introduced on the route whereas that track was laid long back in 1925. I deplore the programme of the hon. Railway Minister on it; and aircraft of the Government of Punjab was summoned to fly to Kotukapura and convey message of plying a new train from Fazilka to Delhi via Hissar-Rewari.

[English]

Parliament is not the proper forum to tell what has happened.

[Translation]

Thus, that was the programme but the hon. Minister cancelled it at the eleventh hour. I do not want to go into the detail as to why did he cancel the programme.

[English]

Kotukapura, Muktsar and Fazilka happen to be the very big cream markets of Asia.

[Translation]

It is extremely deplorable that the programme was fixed, cards printed and all arrangements made by the Railways but these crashed to ground and this new train from Fazilka to Delhi via Kotukapura was not run. Through you, I would like to request that the people of the States and the area which is a major producer of cotton, beat and paddy have demanded that a train from Fazilka to Delhi be run immediately. I know that this new train will not be made available. My speech will cast no effect here; it is a cry in wilderness, but, even then, I want to put my demand on record. Everybody had joined hands to demand a stoppage of the train running from Ganga Nagar to Nizamuddin at that time, at Gidarbha-Maloute. My colleague, M.P., Shri Kamal Choudhary had to go for a gherao in the interest of the agitation.

You are not providing stoppages to our trains but withdrawing them. Their demand with regard to Kashmir Mail was acceded to and our area, Gidarbha and Maloute was ignored. At that time, I stated in a large gathering that the long standing demand of the people of the area will not be met if this train is not halted there. Therefore, we had to lie down on the track.

[English]

A ruling party Member had to lie on the track to stop that train because -

[Translation]

a 10 thousand strong crowd said that the train was not stopped at a sub-division. Some people wanted the train to stop at the junction alone but when it stopped at a place other than the junction, the

peoples' demand was regretfully fulfilled by pressure.

The hon. Minister has come. I would like to request him to at least do the bifurcation if a new train can't be provided from Fazilka to New Delhi as promised by him. The trains leaving Delhi in place of the daily running Deenik Express should be bifurcated upto Fazilka. The inter-city runs from Bhatinda to Delhi.

[English]

That can be extended to Fazilka as well.

[Translation]

Fazilka is a border area just 4kms. away from Pakistan. I would request you to fulfil this demand forthwith.

I have already expressed my thanks for running many trains on the Shatabadi, Rajdhani route.

[English]

Malwa area of Punjab, Hissar, Riwari, Sirsa, Bhatinda, Kotakpura, Fazilka, Muktsar. Train would go far upto the Pakistan border prior to independence. Earlier, that area flourished but now the Railway Ministry has totally neglected the Malwa region.

I am thankful to you sanctioning the broadgauge line but there is no fun of granting that if no new shuttle is to be run on it.

[English]

4586 UP and 4587 DN used to leave Bhatinda at 2400 hrs.

[Shri Jagmeet Singh Brar]

[*Translation*]

That train used to go to Kalka and the people of our area who had to attend to High Court for hearings or the secretariat caught the train in the night and reached Chandigarh in the morning. Its timings have been changed now. It reaches Chandigarh by noon and not at 6 in the morning as it did earlier and the people are not benefited. I would request the hon. Minister to restore its original timings.

I had put an unstarred question number 2393.

[*English*]

"Whether representations have been received for extending the benefit of recently introduced Hazratbal Nizamuddin-Sri Ganganagar Express train to the travelling public to some nearby and adjoining city? If so the details thereof."

[*Translation*]

It was answered as follows:

[*English*]

"For bifurcation of the train at Bhatinda and running one portion to Fazilka examined, but not found feasible due to operational constraints".

[*Translation*]

I have been listening to terms like commercial traffic, operational restraint

for long now. I would request you to bifurcate that.

Himachal Pradesh is the most beautiful State of India. The same train is running there at the same track which was laid during the British period. Shri Sultanpuri, who has been elected from Simla will agree that there has been no upgradation of the track and no new train has been introduced there when there is a great scope for reform. I hope, the hon. Minister will pay attention to it.

As the hon. Minister was not present here, I would like to remind him the promise he made to the people of the border area of Fazilka on March 3, 1992 of providing a new train. He should fulfil that. The hon. Finance Minister, Shri Manmohan Singh was to accompany him but his programme was cancelled due to reasons best known to him alone. I do not know whether the State Government or he himself cancelled that programme. I am confident that this train will be restored there and new train run in the neglected areas of Hissar, Rivari, Sirsa, Bhatinda, Kotakpura, Muktsar and Fazilka. Simultaneously, Shatabdi Express may be renamed after the name of a great faqir Sayed Miyan Mir or as the Golden temple Express.

[*English*]

SHRIMATI KAMALA KUMARI KARREODULA (Bhadrachalam): Mr. Chairman, Sir, thank you very much for giving me this opportunity.

I congratulate the Railway Minister for improving the railway lines in the country. My constituency is the biggest constituency in India and it consists of four districts and also tribal areas. From 1991 I am asking for a railway line,

Bhadrachalam to Kovur, in Andhra Pradesh. Sir, our hon. Minister is giving new railway lines everywhere, to cities and towns and also improving cities and towns. I made a request for this railway line so many times.

16.18 hrs.

(SHRI SHARAD DIGHE *in the Chair*)

Sir, the conditions of tribals must be improved. The Scheduled Castes, the Scheduled Tribes and the Backward classes are giving their votes to the Congress Party during elections. I have been making this request for this railway line for the last three years. This year also I am making a request to the hon. Minister for Railways to sanction this railway line, that is, Bhadrachalam to Kovur, at an early date.

Sir, Bhadrachalam is very famous for Lord Rama temple. Everyone is aware that during Shri Rama Navami festival, lakhs and lakhs of people are coming from all over the country to this place. But recently, I found that people from all over the country are not coming to this place because of lack of railway line. I request the hon. Minister to kindly sanction this railway line in this year itself, that is, in 1994-95.

There is a coal mine in my constituency. By having this railway line, we can develop this coal mine. There would be a lot of profit from this railway line.

To connect this railway line, the Railways have to provide 200 kilometres of railway line. If this line is put up, then it will take four to five hours to commute on this line.

Sir, I have been requesting the hon. Minister in regard to this line from 1991. I once again request the hon. Minister to kindly sanction this railway line, that is from Bhadrachalam to Kovur, keeping in mind the economic condition of the poor tribal people.

SHRI K. RAMAMURTHEE TINDIVANAM (Tindivanam): Mr. Chairman, Sir, I rise to support the Supplementary Demands for Grants (Railways) and Demands for Excess Grants (Railways) and to say a few words in appreciation of the Ministry of Railways and the hon. Minister in particular. I must congratulate the hon. Minister of Railways for the unigauge system that he has brought in and which has given a new hope for the economy in Tamil Nadu and South as a whole. In addition the new trains which have been introduced, the speeding up of trains has given a new look to the working of railways.

In Madras, though the scheme of Madras Rapid transport System has been sanctioned and put into implementation for the past few years yet it has not been seriously taken up. Very often we have been informed unofficially that the funds allotted for the scheme have not been fully utilised or have been diverted. I do not know the reality of it but the truth is that the scheme has not come through so far. It is the scheme which will give a boost to the Madras city and to the State. But this is being delayed. I appeal to the hon. Minister to implement the scheme at the earliest.

In Madras, the Central Railway Station is being expanded and the Reservation Office building has come up in a big way. But the approach road to the railway station is so unclean and

[Shri K. Ramamurthi Tindivanam]

congested that the railway passengers cannot reach the railway station without difficulty. This has to be looked into. There is no use of only cleaning up the railway station and making it big. There is need for keeping the approach road in a neat and clean way and making it possible for the passengers to reach the station in time and catch the train.

Now, I would like to say a few words about the Integral Coach Factory in Perambur. Somehow, the production has gone down in the Integral Coach Factory and I am informed that the Department is doing it want only. I insist that the Integral Coach Factory — which is the pride of Madras and which is the pride of South — must continue with its full strength and speed.

The broadgauge line between Madurai and Karur has come up. But the work on Karur Salem line has slowed down. Here, I am told once again that the funds have not been utilised or have been diverted. This is one thing that the hon. Minister should look into. The complaint is that the Government sanctions money for the improvement of railway in Tamil Nadu but the amount is being taken away for improvement of railway in Tamil Nadu but the amount is being taken away for improvement in other States leaving Tamil Nadu to suffer.

As far as the broadgauge line is concerned. Madurai-Karur has come through. But the Salem line has not come up. Unless that work is completed, the purpose of unigauge in this line will not be served.

When the unigauge scheme was announced the hon. Minister gave an

assurance on the floor of the House that the unigauge work could be taken up simultaneously from Trichy towards Madras and from Madras towards Trichy.

But, unfortunately, the work is going on at a very slow speed. I insist on the hon. Minister to see to it that the work is taken up at full speed.

Coming down to my constituency, Tindivanam, the Department seems to have forgotten the Villupuram-Pondicherry railway traffic at all. Villupuram to Pondicherry covers about forty kilometres. Whichever train is introduced or is run on this line, it takes three hours to cover this forty kilometres distance, whereas the bus takes about forty-five to fifty minutes to cover the same distance. Until this is taken note of and the change is brought in, until the Minister directs the Railway department to take it up as a challenge, this line will not work. This is the most important railway line which can be made economical and profitable. But, unfortunately, because of the negligence of the Railway Department, because of the delay in the running time of the trains, this line will be made to run at a loss. So, this has to be looked into and improved.

As regards Villupuram, it is the biggest railway junction, south of Madras. Only from Villupuram Junction, the railway line takes a diversion to the chord line and the main line. Here again one thing has to be looked into. This is one station which is going to continue to handle both the metre-gauge trains and the broad-gauge trains in spite of the unigauge system. The broad-gauge goes from Madras to Trichy via Villupuram and the metre-gauge is going from Pondicherry to Villupuram. The other line is the metre-gauge line which comes from Trichy via

Thanjavur to Villupuram. The third metre-gauge line is from Villupuram to Tirupati. These are the three metre-gauge lines which may not be converted into broad-gauge lines in the near future. So, the Villupuram is one important Junction which is going to handle both the metre gauge train and the broad gauge trains in the future. Villupuram has a Municipality. It has recently become the headquarters of the district also. So, it needs the maximum improvement, whereas the improvement is zero or nil with regard to Villupuram. There are no Retiring Rooms. Scarcity of drinking water is a perennial problem at the railway station. Even for the travelling passengers, drinking water is a problem. The sanitary facilities are the worst at the Villupuram junction, compared to the other Junctions in the South. These things have got to be looked into and improved.

There is one railway school in Villupuram which is run by the Railway Department. The school building will collapse any moment. Every classroom has more than the sufficient number of students, even double or treble than the capacity. So, an additional, building has to be put up and the number of teachers has to be increased. I took up the matter with the Railway authorities but, unfortunately, there is only an excuse that comes from the Railway Department but not a practical answer. May be, there is a row with the State Government with regard to the number of teachers and all that. But if the Railway wants to run the school, they should run it properly. If they are not able to do that, then they should hand it over to the cooperative of the Railway employees who are ready to take it up. Either they should run the school in a proper way or should give it to the individuals so that they can do it in a better way.

The Delhi-Madras Rajdhani Express was introduced some time back.

I have great appreciation for the hon. Minister. I have nothing against Kerala. But unfortunately, this train has been extended to Trivandrum. Now it is no more a Rajdhani Express for Madras but it is a Rajdhani Express for Trivandrum which runs via Madras. That means the passenger traffic will suffer. This is not proper thing. You are not doing justice to Madras. The Bombay Rajdhani Express has not been extended beyond Bombay. The Calcutta Rajdhani Express has not been extended beyond Calcutta. But you are extending the Madras Rajdhani Express. Is it fair? Is it Justifiable? If you want, you have another Rajdhani Express to Trivandrum. But you cannot do it at the cost of the people of Tamil Nadu.

The train fare of the Rajdhani Express does not include the cost of the food served in the train. We have food being served in the train at the Passengers' Cost. The train fare of the Shatabdi Express which runs between Madras and Bangalore includes the cost of the food served. But it is not the case with regard to the Trivandrum Rajdhani Express or Madras Rajdhani Express, whichever way the Minister names it.

MR. CHAIRMAN: Shri Ramamurthee, please conclude.

SHRI K. RAMAMURTHEE
TINDIVANAM: I suggest that the fare should include the cost of the food served in Rajdhani Express. This has to be taken note of and rectified. This is a demand from the day on which the train was introduced. But it has not been taken seriously by the Railways.

[Shri K. Ramamurthee Tindivanam]

Apart from Villupuram, in my constituency the most important station is the Tindivanam railway station. This station needs a lot of improvement. There is a vast land around the railway station. The entire place is highly polluted. It is being used as latrine for the entire town. But the Railways have not taken care to see that this area is kept clean. I am bringing this to the notice of the hon. Minister for immediate action.

Sir, I live in Tindivanam. At Tindivanam railway station, none of the high speed trains stop. We go to Madras daily from here for government and other works. There are a number of passengers in this section who go to Madras and return on the same day. I request the hon. Minister that at least one or two high speed trains must be made to stop at Tindivanam in the interest of travelling public.

SHRI MURLI DEORA (Bombay South): Sir, I only want to make a short submission and not a speech. In the last week there was *rail roko* agitation in Bombay. Mr. Minister, you know about it. Four-and-a-half million commuters travelling in the suburban traffic system of Eastern Railway, Western Railway and Central Railway are facing nightmare journey. Mr. Minister, you know about it.

I am glad that the Government has now come up with the Bombay Urban Transport Project-II (B.U.T.P.-II). Mr. Cahirman, Sir, you have very elaborately spoken about the problem of Bombay's commuters.

I only want that the hon. Minister, in his reply, may state very clearly what

is the latest situation of B.U.T.P.-II; when it will start; how much money has been provided; who is going to fund it; whether the funds are ready for it. The time has come when the city's commuters will not tolerate it any more. There is a limit for their patience. Those who are living in Bombay or those who are visiting Bombay will know very well about it.

I would urge the hon. Minister to make this clarification.

[Translation]

SHRI DATTA MEGHE (Nagpur): Sir, a survey for running local train in Kamleshwar, Kamathi, Bootbori, Hingna and Defence factory areas in Bagpur city has been conducted. The people of the area demand the action to be taken for its implementation. Nagpur city has a population of 20 lakh and its implementation will benefit the people of rural as well as urban areas. Therefore, this should be implemented forthwith.

Sir, my other submission is that there is a slum area called Dokern Nagar, Nagpur with a population of 15000 at a place donated by the Government of Maharashtra to the Railways. The State Government and the Corporation have provided all the facilities there including lights and roads. At present the Railway plans to drive away these 15,000 people from there. The Railways may take over the area required by it and rehabilitate the displaced people and allow the rest of people to live there because they are very poor people and have been residing there for the past 30-40 years. Moreover, they belong to minority class. Therefore, I request the hon. Minister to pay attention to it.

[English]

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): Mr. Chairman, Sir, I am very grateful to the hon. Members who have participated in the discussion on the Supplementary Demands for Grants for the year 1994-95 and the Excess Grants for the year 1991-92. Every debate on the railways is more of education and knowledge to me, because without getting the feedback nobody can improve. Therefore, I am really very happy and I am sure all the railwaymen will also be immensely happy as they get benefited by the constructive criticisms and the various suggestions put forth by the hon. Members. We will keep all the suggestions in mind for implementation wherever possible and we have noted down most of the suggestions made by the hon. Members.

Sir, Shri Srinivasan spoke about reduction of work load at the integral Coach Factory, Perambur and transferring of the same to the RCF. This is a confusion. I do not know how this misunderstanding or wrong propaganda has been made. I do not know which quarter has spread this wrong propaganda.

Sir, as we all know, the budgetary support has gone down. I must leave it to the choice of the hon. Members. It is for them to decide. When they participate, when they discuss not merely the Railway Budget or the Supplementary Demands like this, even in the Consultative Committee meetings or in any forum connected to Railways, the Members take great pain and interest because they want their region, their constituencies to develop and everybody is interested in the economic development and the welfare of the people of their areas.

Sir, I cannot forget that during the debate on the last two or three Railway Budgets the Members took great pains to sit through the whole night and the debate continued till the next day morning. It is this which made us to think about when the Prime Minister also was made aware of the anxiety and the interest of the Members of Parliament, we have to very clearly and consciously decide between the two, whether we should go to expand the network or we should go by the conventional approach that we had in investing money on certain parameters which had been followed all these years. We took certain measures to see that we utilise our assets more effectively, particularly the rolling stock. Today, in the Railways we have enough of wagons and we have enough of coaches.

We are short of locomotives. On the traffic front, the freight traffic has come down. The sectors which used to offer us the traffic have not been able to offer to the extent they used to offer. So, we have an idle capacity and it is available for use. Today, if anybody wants wagons, we are prepared to meet the requirement. Similar is the case with coaches also. We have rationalised our system thereby we will have more coaches. Of course, we are already having more coaches. It is this situation which made us to think keeping in view the aspirations of the people, the desire of the Members of Parliament which reflected in the debates on the floor of this House. We consciously decided that we should give importance to the expanding of network than to go on investing crores of rupees either on wagons or on coaches. Sir, I have said in reply to the earlier debate on the Railway Budget and I reiterate here again that when I say this we have not compromised in any of the thrust areas.

[Shri C.K. Jaffer Sharief]

We have not compromised or reduced any investment on renewal and replacement. We have not reduced any of our investment on doubling. In fact, we have given a little more to whatever we used to do.

So far as the new lines are concerned, we have to choose between two things. The gauge conversion programme, the unigauge policy which we have adopted has been able to give us some new alternative routes. Therefore, we have to see, keeping in view the alternative routes, whether to continue with the new lines or we have got enough traffic on the route that we had already created. Sir, before investing in a sector like this where basic infrastructure is required for the economic development of the country, we should judiciously think and invest the money in a proper manner in all the sectors.

Sir, some time back, some of the honourable Members of Parliament, particularly belonging to Kerala and Tamil Nadu were telling me, not all of them but one or two of them, that the investment to be made in their States is being diverted to the State of Karnataka to which I belong. Perhaps, this is one problem that every Railway Minister will have to face. Luckily, when I am saying this, the Deputy Chairman of the Planning Commission is sitting by my side, who controls us and without his clearance, without his knowledge we cannot take up any project and we cannot divert any funds. We have to give a firm commitment to the Planning Commission that we are not going to divert the funds that are being earmarked and which they have approved. Therefore, it is wrong for anybody to assume that the Railway Minister is free to do what he wants.

I want the hon. Members from different States to remove this feeling from their minds and not to go by Press reports. May be sometimes without ascertaining the facts, they may write all Press reports. Or some people may say this also. So, they should not be misguided by anyone of them. If they have any doubts or have such fear, they are always welcome. We are prepared to place all the records before them and we can satisfy them. I am sure this should satisfy all the sections of the House.

Shri C. Sreenivasan and some other hon. Members have said that the work-load of ICF is being reduced and it is being transferred to RCF in Kapurthala. Earlier also I was mentioning that we have three coach factories under the Government of India, two under the Ministry of Railways and one under the Ministry of Defence. The two under the Ministry of Railways are, one ICF, Perambur in Tamil Nadu and another is Kapurthala in Punjab. The one under the Ministry of Defence is Bharat Earth Movers Limited which is located in Bangalore in my Constituency.

As I said before in the beginning, because of our rationalisation, the requirement of our coaches has come down. It is also due to intensive utilisation of our assets. So, we have reduced the order. It is not that the capacity of our production units is less. They have produced and they will continue to produce more than about 1,000 to 2,000 coaches. They are capable of it. But the position is that we do not require them. Therefore, they have to reduce and we have reduced both.

SHRI R. ANBARASU (Madras Central): I am on a point of order. When we go in for long broad-gauge line,

definitely the requirement of coaches will be more.

MR. CHAIRMAN: There is no point of order, please. Do not disturb like this.

SHRI R. ANBARASU: The Minister is misleading the House. We require more coaches because of the conversion of metre-gauge line into broad-gauge line.

MR. CHAIRMAN: Do not disturb the hon. Minister. You can ask clarification at the end.

SHRI C.K. JAFFER SHARIEF: This is where the difficulty comes. When Shri R. Anbarasu becomes a Minister, he will understand what it is...*(Interruptions)* You must have some patience...*(Interruptions)*

SHRI MURLI DEORA: Then he will not be worried about the wagon resources.

SHRI C.K. JAFFER SHARIEF: He should not argue on hearsay and other presumptions. After all, whatever shortcoming is there, the Members speak about it here and the bureaucracy cannot hoodwink and be fool the Government. We closely interact. We assess. Before preparing the Budget, the work programme exercise goes on with all the zonal railways. It is thereafter that the Demand comes.

In the Eighth Five Year Plan, the number of trains that we have introduced is perhaps more than any number of trains in the previous Plans. One should understand this. You see the last Budget itself. How many trains have we introduced? May be we have not been able to satisfy and meet everybody's needs. I am prepared to be guided by the Members if they are prepared to say

"All right. You leave the entire expansion. You concentrate on your wagons and coaches whether they are utilised or not. It can lie over in a terminal." If you want to waste money, you are welcome. You have to understand. When there is debate the whole night, when Member after Member talks about the development of his State or region or Constituency, should we give importance to this aspect, particularly with the new economic policy, with the new industrial policy, with the liberalisation policy when you expect investment and when you are thinking about the industrialisation of your country to create more jobs?

Which is the priority? One should understand this. It is here that there is no proposal to shift the work load of the Integral Coach Factory, Madras to the Rail Coach Factory, Kapurthala. Orders for manufacture of coaches had to be reduced on both coach factories in the railway sector owing to reduction in the demand for coaches. Further, the quantities of electric multiple units, diesel multiple units and AC coaches which require higher manpower content for the manufacture have been increased at the Integral Coach Factory, Madras. Orders have also been received by the ICF for export of coaches to Vietnam and manufacture of containers, manufacture of tower wagons and a rake for Palace on Wheels has also been planned at the Integral Coach Factory, Madras.

When I got this impression, I was really worried. I checked up with the management of the ICF, Perambur, I was told this year that they had the same work load — what I just explained — as compared to all the previous years. There is no question of less work load. There is no basis to say that the work of the Perambur Coach Factory is being given to the Kapurthala Coach Factory.

[Shri C.K. Jaffer Sharief]

We have not done that at all. What Kapurthala Factory used to do, it is doing that and what Perambur Factory used to do, it is doing that. On the contrary, to remove further doubts, I say that the Bharat Earth Movers Limited, which is under the Ministry of Defence and the Prime Minister himself is the Defence Minister, is manufacturing coaches. In my own parliamentary constituency, there is *dharna*. In Bangalore, workers of the Bharat Earth Movers Limited went to the Raj Bhavan. They approached me. They came here with the workers' delegation. We have not been able to place any order because when we do not have sufficient work to our own factories under the Ministry of Railways, where is the question of giving it to an outsider? And the Prime Minister has also not told me anything. Such being the case, it may not be fair to attribute motives to anyone. In this, the Prime Minister is very fair and I must say that myself and my Ministry are also very fair. We have not gone even by the political compulsions.

Mr. Chairman, Sir, you mentioned about the problems being faced by the Bombay suburban traffic. We know for the last few months, it has been in a bad shape. I directed the Railway Board officials to go there. The full Board went there and they had discussions with both the General Managers. It is not something new. Whenever there is monsoon, whenever there is heavy rain, it does effect. As Shri Murlī Deora rightly pointed out, the pressure on Bombay suburban system is greatly increasing. We have also done our best to improve the frequency by reducing the running time. We have had a discussion some time back with the Maharashtra Government. You know, the SIDCO is also trying to expand the network.

So far as BUTP-II is concerned, the World Bank has proposed three studies to be conducted. The scope and the terms of reference of the studies is under discussion between the World Bank mission and the Government of Maharashtra.

The project essentially is of Maharashtra Government and the Railways have also agreed to participate in it. The other day the Chief Minister of Maharashtra had come here and we had had a discussion with him. We said that we would also participate in it. This is the position with regard to the BUTP-II. On the suburban traffic, after the monsoon disturbance we have toned up both the Central Railway and the Western Railway and they are responding. I am sure it will come up to the expectations of the commuters of Bombay.

Shri Sriballav Panigrahi, Shri Rajnath Sonkar Shastri and Shri Ankushrao Raosaheb Tope have spoken about the Orissa portion of Bombay Howrah line, about Marathwada region of South-Central Railway to be clubbed with the Central Railway, about gauge conversion and about Varanasi station to remain under the administrative control of the Varanasi Division. Shri Chandulal Chandrakar has spoken about the new zonal railway headquarters to be in the Madhya Pradesh. The Railways have undertaken a major gauge conversion programme as you all know, known as Project Unigauge during the 8th Plan. The Konkan Railway is also being set up. These development projects have highlighted the need to redefine and relocate the geographical jurisdiction of the existing zones and divisions.

Sir, I have a different view on this. You all remember that the other day there was an accident in Pune where

small school children became victims. When I visited Pune, to my surprise I came to know that Pune suburb comes under the jurisdiction of Hubli. When my visit was getting over at early morning hours, at 2 a.m., the ADRM reached almost at the final stage of our visit. Secondly, the accounting of the Railways is also a little peculiar. The Railways have lived on conventional traffic like coal, steel, foodgrains, fuel products, fertilizer, etc. What happens is, it is not that only the place from where the traffic originates gets it, the entire Railway network gets it because it passes through the place. All that other stations do is only the service. Because the track goes through it, everybody becomes a party. This is my personal opinion and I have made it very clear to the administration. This way the Railways have not been able to give thrust to marketing.

One of the branch lines which was known as a sick line was recommended to be dismantled by the Planning Commission, because it is near to my personal place, my hometown, I could have the knowledge of it. Its removal was recommended. Since I had the knowledge, I insisted and asked whether they have done the marketing. There was no satisfactory answer. The other day the local people took me there.

17.00 hrs.

You will be surprised to know that about Rs. 150 crore worth of *supari* was going from Chitradurga to Kanpur and Lucknow for making *pan parag*. This was going by road. Now that we have unigauge system, they came and told me, "Due to the transshipment problems, we never used to send. Damages and losses were there and it took long time also. Now that you have been able to convert this, we

want to avail of this traffic." So, we have very clearly told the Railways, "Before rendering any line as an uneconomic line, please do not go by what you have earlier in mind because you were running on conventional traffic. We need not just disturb the infrastructure which is already available, without proper justification. But, if you have done marketing survey, if you are satisfied that there is no traffic available and if we are running under loss, then, 'yes', let us not incur loss; we will take decision about it."

Then the other thing I found is that there is no unit cost. Railway is such a big system, a well-defined network which is a very important network which has been doing an exceedingly good work. Without the Railways, I do not think, the economic development of the country would have proposed so much, as we have been carrying on the developmental activity in these 40 years. But, I wanted to know whether a railway station – may be big or small – or a train has any unit cost on its operation. We bear about Rs. 2,000 crore as social burden or as social cost. I wanted to know on what basis it is done. Even assuming that we are meeting Rs. 2,000 crore, I wanted to know, whether we are thorough in our system, whether we have examined all the aspects before going in for a revision of freight and fare, time and again. I found some grey areas.

So, I have told them to work on this. It is therefore, for the purpose of field activity and from the point of view of supervision, safety, efficiency, earnings, etc. that the Divisions and Zones will have to have a totally new jurisdiction. So, a Committee was appointed to go into this. Three months' time was given to the Committee. That time is almost over now. I am sure that before we go

[Shri C.K. Jaffer Sharief]

to the next Budget, the Committee will be able to give us the report; and the Railway Board and the Ministry will be able to formulate a policy with which we can go to the Planning Commission and to the Cabinet.

There have also been demands for new superfast trains between Aurangabad and Bombay, for a new train from Jharasgura to Bombay via Chitlagarh. Again Shri Sriballav Panigrahi demanded this. Shri Vasant Pawar has demanded that the passenger train from Bhusaval-Manmad be extended up to Igadhpuri. There were demands for new Shatabdi and Rajdhani Express Trains to Delhi via Central Railway, extension of Wayanad Express to Palghat. There was also a demand for the early completion of the electrification of Erode-Emakulam line.

Electrification is again based on the density of the traffic. Many hon. Members have mentioned about the need to electrify certain areas. Our ultimate goal, of course, is electrification.

[Translation]

SHRI RAM NIHOR RAI: I have been continuously demanding that a new train be run from Shaktinagar.

[English]

SHRI C.K. JAFFER SHARIEF: Electrification involves a very high investment. Wherever we want to speed up and increase the line capacity based on the density of traffic, we are taking up electrification work. From North-South route, we have gone up to Erode. Now, we have to go further up to Thiruvananthapuram. It is in this

background that we have taken up the Erode-Emakulam line which was ultimately go up to Trivandrum.

Dr. Kartikeswara Patra has spoken about the need to electrify the Kharagpur-Kurda Road line. The proposal for electrification of Kharagpur Bhubaneswar - Kurda Road line has already been sent to the Planning Commission for clearance which is being awaited.

Captain Ayub Khan has spoken about the desirability of extending the Sainik Express up to Delhi. 9701-9702 Sainik Express was cancelled in May 1994 due to the blockade of Rewari Bandikul Section as also poor occupation of 35 to 45 per cent at Sikar - 0 Loharu section. However, keeping in view the persistent public demand, the Sainik Express has been restored between Sikar and Rewari with effect from 1.7.1994. According to the traffic surveys, extending this train up to Delhi is not feasible due to acute terminal constraints in Delhi. The problem in Delhi is of getting platforms. Once we increase our terminal capacity, we can also think of bringing this train up to Delhi.

Hon. Member Frida Topno has demanded that the Utkal Express should be restored to Nizamuddin Station. Then, there are various issues to be taken into consideration. We are constituting BRCCs and other CCs. Shri Pawan Kumar Bansal has spoken about computerised reservation facility to be provided at Chandigarh. I may inform the House that the computerised reservation complex has already started functioning at Chandigarh from 26 March 1994.

SHRI UMRAO SINGH: Shri Bansal has suggested that there should be a

computerised reservation counter at the railway station itself.

SHRI C.K. JAFFER SHARIEF: Then there are very many small points such as change in timings and so on. We have to examine all these things from the angle of line capacity and density of traffic. We will get all these demands examined properly. All that I would say is that I will keep the hon. Members informed about all these aspects.

We are a responsive administration. Even in the letters that the hon. Members of Parliament write to us, there has been a lot of complaints about the negative replies. I also genuinely felt that, when I signed the letters. Most of the letters were negative.

17.11 hrs.

(MR. DEPUTY SPEAKER *in the Chair*)

Sir, I must tell you that we have appointed a sub-group of the Consultative Committee of the Ministry of Railways of which Shri Suraj Mandal is the Convenor. It is a three member small Committee...(*Interruptions*). I am only giving you the reaction of the Members in the Consultative Committee. The Members of our Consultative Committee told me that the replies they used to get before, of them, about 25 to 30 per cent were positive and 70 per cent were negative. Now, it has improved to 60 per cent being positive. That shows how...(*Interruptions*). It is just not that the Minister is signing what the administration is giving. It is even seen by the sub-group of the Committee which also scrutinises. It of course does not mean that when a sub-group has been formed, it will satisfy everybody. There may be problems, which even they might be

convinced that they can not do. The fact remains that the Ministry is not simply blind and goes by whatever the administration says. All that I am trying to say is that we subject it to further scrutiny. This is what I want you to appreciate. I do not say that I am satisfying you. I may be satisfying you or may not be satisfying you. What I mean to say is we are taking more care to see that the aspirations of the people are being met.

Sir, I am briefly describing the works for which Supplementary Demands have been sought. The Korakkupet Goods Terminal in the Southern railways does not have any access to the main line even though it is situated in close proximity to south-west line and north-west line. All the freight rakes are terminated at Tonderpet Marshalling Yard resulting in heavy detention of the rolling stock. The average detention of rolling stock is about 48 hours. It is, therefore, proposed to take up Korakkupet Goods Terminal and additional rake unloading facility on out of turn basis during the current year.

A Palace on Wheel rake is running on the Metre-Gauge section in Rajasthan. This has been quite popular with the tourists, specially the foreign tourists. As is known, the Metre-Gauge section in this area is being converted into broad-gauge. It is, therefore, proposed to manufacture the Broad-Gauge Palace on Wheels rake to maintain the continuity of service.

Sir, there are certain very heavily worked sections. The existing track structure requires urgent renewal of these stretches which have been identified. Track renewals on such stretches has become unavoidable and, therefore, the works on these stretches are proposed

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to be taken up during the current year on out of turn basis.

There are six such works costing Rs. 43.76 crores. The outlay in the current year is proposed to be Rs. 12.00 crore. A token grant of Rs. 0.6 lakh is sought through these Demands. Rest of the amount would be found out by re-appropriation from the sanctioned grant.

Second distance signals on certain Rajdhani routes are proposed to be provided with a view to improve the safety by ensuring adequate prewarning to the train drivers of the aspect of home signals. Only token Supplementary Grant has been sought to take up the work during the current year. Rest of the amount would be provided through re-appropriation from out of the sanctioned grant. The traffic on the road overbridge near Vishadpuram has increased many-fold because of coming up of industries on this Highway. It has, therefore, been proposed to construct a cable straight bridge to overcome the problem of traffic congestion. The work is proposed to be unertaken on out of turn basis and only a token Supplementary Grant has been sought for. Rest of the amount would be provided by re-appropriation from the sanctioned grant.

As the House is aware, an excess of Rs. 2195 crore was projected in the original Budget estimate for 1993-94. Despite the offer of freight from the core sector being far below expectation, we kept the projected excess at the same level at revised estimate stage by cutting down the expenditure. I am happy to inform the House that the Railways have been able to contain their expenditure within the sanctioned grant. This has

been possible due to earnest and concerned action taken by the Railways in controlling their expenditure. However, the earnings from freight traffic have been below our expectation mainly because of less offer of freight by the core sectors and non-payment of dues by the various State Electricity Boards. More than Rs. 1000 crore remain outstanding from the State Electricity Boards in 1993-94. In spite of all these adverse factors it has been possible to improve the operating ratio to 82.93 per cent from the revised grant figure of 83 per cent.

In the current year an excess of Rs. 1970 crore has been projected. The latest indications are that the Railways will be able to achieve this target. There is an appreciable growth in passenger traffic. The earnings are more than the expectations but the earnings from the freight traffic are slightly below our expectations. The reason seems to be a fall in average lead of freight. It is, however, a happy sign as it has indicated better economic growth and as a result freight is not required to be carried to longer distances. As in the previous year, an Action Plan has been launched on the Railways to improve the operating ratio by 2 per cent. The target has to be achieved by the Railways by containing their working expenses and augmenting the earnings. The new marketing thrust is not only for lifting more core traffic but also to recapture the high rated value added finished products with the assistance of the Container Corporation of India on multi-modal basis. Sir, the Indian Railways Finance Corporation is required to raise Rs. 1050 crore to finance the developmental investment on the Railways. With the change in the market condition, it is felt that IRFC would be in a position to raise full amount from the market.

As regards excess grants, an excess of Rs. 294 crore occurred in the year 1991-92 in Grant Numbers 6, 8, 13, 14, 15 and 16. The overall excess expenditure incurred works out to 1.21 per cent of the final grant. The Public Accounts Committee has scrutinised the excess expenditure on Railways in 1991-92 and have emphasised the necessity of exercising a close watch on the trend of expenditure with reference to the sanctioned grants. As per the recommendations of PAC in its Report submitted on 20th April, 1994, excess expenditure is now sought to be regularised.

Sir, out of the 16 Grants, the excess expenditure was incurred in five Grants only. In the rest of the Grants there has been a savings of Rs. 127 crore as a result of close monitoring of the expenditure by the Railways. Railways have been instructed to take adequate measures to ensure that the Budget projections are made realistically and variations of this magnitude do not recur.

Sir, as regards excess in Grant No. 14 and 15 it is mentioned that it is technical in nature. This has happened because of the better financial performance of Railways during 1991-92. As against the projected excess of Rs. 235 crore, Railways could achieve an excess of Rs. 435 crore after increasing the appropriation to Pension Fund to Rs. 1,180 crore from Rs. 1,050 crore. As the financial performance was better, Railways also paid Rs. 338 crore on account of repayment of loan and interest thereon, to the general exchequer.

Sir, I fully share the concern expressed by Members from the South regarding the safety on railways. Even though the number of accidents has come down in 1993-94 when compared

to the year 1991-92, there is no complacency in our approach to this problem. In the first three months of 1994-95 also, while there has been a decline in the number of accidents when compared to the corresponding period of the previous year, I am concerned to note that the derailments have not shown the same trends as the accidents pertaining to other causes. Vigorous steps have been initiated to upgrade the track standards so that in this area also there can be considerable improvement.

Another area where the House has been expressing concern is with reference to the accidents at un-manned level crossings. The following steps have been taken to prevent such accidents at un-manned level crossings.

1. Intensive educative campaigns through mass media including TV and radio targeted at road vehicle drivers, on the precautions to be taken at level crossings.
2. Joint ambush checks in coordination with the civil authorities to nab the errant road vehicle drivers under the Motor Vehicle Act, 1988 and the Indian Railways Act, 1989.
3. Involving the village panchayats and other agencies in rural and semi-urban areas in public awareness programmes.
4. Monitoring and ensuring provision of whistle boards, speed breakers, road signs, and white-painted gate posts at the approaches of level crossings.
5. Ensuring adequate visibility for road users and train drivers.

[Shri C.K. Jaffer Sharief]

6. Provision of Rs. 25 crore in 1994-95 railway budget for manning 500 un-manned level crossings.
7. A decision has been taken not to open any new un-manned level crossings. A decision has also been taken not to de-man any existing manned level crossings despite a fall in traffic.

Sir, about the Zones, I have already said. Some hon. Members have demanded construction of new lines. The demands for expansion of railway network are always more than money available at our disposal. Extension of network and improvement in the services require huge inputs in terms of money and material. With the declining budgetary support from the general exchequer and the non-payment of our dues by many State Electricity Boards, Railways' capacity to make the allocation of funds for large number of projects has been badly hampered. There are large number of projects which are in progress. An amount of Rs. 11,498 crore is needed to complete these works which are already under execution. The amounts required for new lines account for Rs. 3,240 crore; doubling Rs. 630 crore; gauge conversion Rs. 2438 crore, and electrification projects Rs. 1,347 crore.

Sir, in the face of such heavy throw-forward, it cannot be considered desirable to add more number of projects. Already the money made available is thinly distributed on the works in hand. Non-availability of sufficient funds is resulting in both cost and time overruns. It is mentioned that the work relating to the computerisation of passenger reservation at Nasik is already included in the work programme for 1994-95. The

electrification of Erode-Emakulam is an approved work. Due to resource constraints, it is being electrified in phases. The first phase to be electrified is Erode-Palghat. The proposal for electrification of Kharagpur-Bhubaneswar-Khurda road has been sent to the Planning Commission for clearance which is awaited. On the receipt of clearance, I will come before the House.

Sir, one of the hon. Members from the State of Kerala – this I have already mentioned – mentioned about the track material which is generally used for renewal and replacement. The House will recollect that during my Budget Speech on 24 February, 1994, I had stated that the Government proposed to take up some gauge conversion and new line projects during the current year after all these are approved by the Planning Commission. I am happy to inform the House that the following works have been approved by the Planning Commission. The following projects will be started during the current year itself:

Mow-Shagan - MG to BG

Inwara-Parashia - MG to BG

Mangalore-Narasikarai - MG-BG

Yelahanka-Chikbalapur and Bengarapet – Kopar as First Phase of Yelahanka - Bungarapet MG to BG, and Dhumka-Manderhill Rampurhat-New line.

The anticipated cost of this work is Rs. 433.83 crore and the outlay for the year 1994-95 is Rs. 27 crore. As each of these work constitute a new service, this will be taken up by withdrawing Rs. 0.90 crore from the contingency Fund of India as permitted in such cases. The money so withdrawn

from the Contingency Fund of India will be recouped through Supplementary Demands for Grants which I shall be submitted to the Parliament during the next Session.

I hereby commend this Supplementary Demands for Grants, 1994-95 and the Demands for Excess Grants, 1991-92 for the consideration of the House.

SHRI UMRAO SINGH: Sir, what about re-naming of Amritsar Shatabdi Express into Golden Temple Express?

SHRI P.C. CHACKO: Sir, the Minister, in his speech, has wrongly quoted me. Sir, he owes me an explanation. When the Minister was replying, he mentioned that "a Member from Kerala" has said that the fund was being diverted for the development of railways in Karnataka. He got a wrong briefing. It is not correct. He can verify it. It is on record. My speech has been recorded. Sir, we are not that parochial. We belong to Congress Party. We cannot say that the fund is diverted to Karnataka. Whether it is diverted to Karnataka or any other State is the responsibility of the Minister to enquire into it. But, Sir, the fact remains that after the five months of the presentation of the Railway Budget, now the Supplementary Demands for Grants has been brought forward by the hon. Railway Minister before the House. In the last five months, out of approximately Rs. 7,000 crore of the total Railway Budget, Rs. 30 crore which were allotted to Kerala, and not a single pie had been spent. This is what I have said. I have also said that the construction materials for doubling of the railway tracks which were stacked between Quilon-Trivandrum on both sides of the railway-line, were transported out of Kerala. There also, Sir, I did not

deliberately mention the name of Karnataka. If any development is taking place in Karnataka. I am more happier than Shri Jaffer Sharief. But the fact remains. I want the Minister to enquire into this matter. I only said that Kerala is being neglected. The fund that is being provided for Kerala is too meagre an amount. Even that amount is not being spent. So, this was my charge and I stand by my words.

SHRI R. ANBARASU: Mr. Deputy Speaker, Sir, I mentioned about 11 issues and none of the issues was dealt with by the Minister. So, I would like to urge the hon. Minister as to what happened to the fate of the Mass Rapid Transit System which was started in the year 1983 but till date the railway authorities could not complete even 8.5 kilometres. I would like to know whether the hon. Minister will take up this issue on out of turn priority and complete the project before 1995.

[Translation]

SHRI DATTA MEGHE: Mr. Deputy Speaker, Sir, about my constituency, Nagpur, I had stated that 15-20 thousand people have been living there for the past 40-50 years who are daily being threatened by the officials that they will be displaced. I have demanded their rehabilitation and we are ready to evacuate the required land area. In this connection, we have met the hon. Minister as also the hon. Chief Minister. But they should not be displaced until arrangements for living rehabilitation are made. 15000 people, who are very poor, have been living there for the past 40 years but today their future is uncertain. The officials of the Railways should not threaten them meet me daily until at least a decision is taken in this regard. Those people meet me daily and I have made repeated

[Shri Datta Meghe]

requests but all in vain. Therefore, I would request the hon. Minister to clarify his position over it.

[English]

SHRI UMRao SINGH: Sir, our demand of linking Chandigarh with Ludhiana is pending for a long time. The second demand is that the renaming of Amritsar-Delhi Shatabdi Express as the Golden Temple Express. I do not understand why this issue of renaming has not been taken up. The Railway Ministry is not going to lose anything financially by renaming a train.

MR. DEPUTY-SPEAKER: This debate has taken a lot of time. I would like to inform you that the hon. Minister will reply you for all those issues which you have raised on the floor of the House. Only three hours are allowed. But we have already taken more than ten and half hours for this debate. Mr. Brar, it will take another four hours if the Minister has to reply every question.

[Translation]

SHRI DATTA MEGHE: Mr. Deputy Speaker, Sir, in this regard we have written to the hon. Minister 2-3 times but received no reply. The people are in trouble there.

[English]

SHRI JAGMEET SINGH BRAR: Sir, in the last three years I have written letters—at least 40 letters—to the Minister that the people of my constituency want to meet him. But even a single letter has not been replied. We have been demanding for linking of Chandigarh with

Ludhiana and renaming of Amritsar-Delhi Shatabdi Express as the Golden Temple Express or after the name of Syed Mian Mir who laid the foundation stone for the Golden Temple.

MR. DEPUTY SPEAKER: My suggestion is you better meet the hon. Minister, sit with him and get the clarifications. He is easily accessible.

(Interruptions)

[Translation]

SHRI SANT RAM SINGLA (Patiala): Not an inch of rail line has been constructed in Punjab for the last 40-45 years. Chandigarh is not being linked with Punjab. The region of Malda and proposal for linking Patiala with Jakhal by a new rail line has been pending for the last 50 years. Leaving that aside, our demand of granting a stoppage is also not being acceded to for the last two years. (Interruptions)

[English]

MR. DEPUTY-SPEAKER: You have made it very clear in your speech. You cannot expect reply from the hon. Minister within a short period on each and every point. If there are any doubts, kindly go to the hon. Minister, sit with him, discuss with him and get your doubts cleared. I think that is the only way out.

Now let us proceed further.

...(Interruptions)

MR. DEPUTY-SPEAKER: Hon. Minister, would you like to say something?

...(Interruptions)

MR. DEPUTY-SPEAKER: Hon. Minister will give a very satisfactory reply to all of you.

SHRI C.K. JAFFER SHARIEF: Anyway, I am grateful and very happy about one thing that I do not feel that there is no opposition here... *(Interruptions)*

SHRI P.C. CHACKO: Sir, we wish that they should have been here.

SHRI C.K. JAFFER SHARIEF: Sir, I am grateful to you as you have rightly pointed out that it may be very difficult for me to answer each and every point. Such of those points, which I have not been able to refer to here, particularly those points which have been raised in the debate today, I may be able to write to the Members as I cannot, on the spot, respond to all those suggestions.

Sir, one thing which hurts me is that I thought, I had been able to take more interest to satisfy the Members, but it seems that it is not so. I said and it is also on record that "it does not mean that I am satisfying everybody." What I felt was that it was very difficult for a Minister to see whether the administration has given a positive or negative answer.

I, not as a Minister but even just a Member of Parliament, have been here for the last 25 years. I have similar feelings as you have. I have the similar experience. It is, therefore, I subjected the replies of the administration of the Members, which generally go to the scrutiny of the Parliamentary Committee. I am not asking any certificate from you. I want to satisfy you with the efforts, with the sincerity of purpose. It is not that I am meeting your requirements and I am satisfying all your needs. It is just not

possible. The Administration has its own problems.

Sir, I must mention here that to remove all those kinds of things the practice, which was not there before – I introduced a system of meeting at the level of DRMs because the DRM is a local official. ...*(Interruptions)* Please bear with me. You had your say. Please allow me to speak.

DRM is a local official, so it is for the Members of Parliament to take their constituency or local problems to him. It need not come upto the Minister. It could not have been solved there itself at a meeting of the Members of Parliament with the DRM at the divisional level. ...*(Interruptions)* Then we set up a system of meeting at the level of General Managers. In addition to that, as you are aware, we have one formal Consultative Committee and nine informal Consultative Committees, which meet and where all the people come.

I am very happy that my friend, Shri Chacko, was mentioning that the intellectual people of Kerala are not narrow minded and they are not parochial. I entirely agree with him on this.

Some Member has said—I do not know whether it is Shri Chacko or somebody else—that rails and sleepers bought for Kayamkulam-Quilon doubling work have been removed and despatched to areas outside Kerala. I would like to clarify that rails and sleepers moved from Kerala was second hand released material, which comes out with the renewal and replacement, from the track renewal and are not required for any work in Kerala and as such were despatched to various gauge conversion works.

[Shri C.K. Jaffer Sharief]

On the question of funds being transferred, I would like to assure my colleague from Kerala that all works in Kerala are progressing as per schedule and no targets fixed for the current year, 1994-95, will be allowed to skip. The entire amount allotted for these works for the year 1994-95 would be spent and no diversion of funds from these works would be allowed.

Sir, I have been told that the acquisition of land is something which takes time. It is for that reason, without acquiring the land—generally by depositing the money with the State Government—you cannot just take up the work. If such of these few things have come, one should not come right now to a conclusion that we are not spending money or we are diverting it. Further I assure that I will go into this matter. If any diversion has taken place without my knowledge, I will go into that, and if I am satisfied that there is a justification and it has gone to a right cause, not being at the cost of others, I will allow, otherwise, I will call you people, discuss with you and explain to you. ...*(Interruptions)*

SHRI P.C. THOMAS: Sir, I had raised this point. ...*(Interruptions)*

MR. DEPUTY-SPEAKER: Kindly excuse me. There is a limit for everything. So far as time is concerned, the House was very liberal. Every one was able to speak and discuss threadbare. Now it is up to us. Now we have time constraint. Kindly allow me to proceed.

...*(Interruptions)*

SHRI C.K. JAFFER SHARIEF: On the other suggestion, that is about renaming of the Shatabdi train, I am very

happy about this suggestion. We are examining as to whether to name this same train which we have inaugurated recently or to introduce a new train by that name. So, please give us some time. We will come back to you. This is what I would like to say about it.

As regards the rest of the things, Sir, as has been rightly observed and advised by you, we will be written to the individual Members on the points that they have raised.

Now, I request that the Excess Grants for 1991-92 and the Supplementary Grants for 1994-95 be passed. ...*(Interruptions)*

MR. DEPUTY-SPEAKER: If there are any doubts, the hon. Minister has specifically and categorically mentioned that he will write to the individual Members on the points that they have raised. Further, if there are any doubts, you can meet him and discuss with him. Let us now proceed.

I shall now put the Supplementary Demand for Grant (Railways) for 1994-95 to vote.

The question is:

"That the supplementary sum not exceeding the amount shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending the 31st day of March, 1995, in respect of the head of Demand entered in the second column thereof against Demand No. 16."

The motion was adopted.

No. of Demand	Name of Demand	Amount of Demand for Grant voted by the House
16.	Assets—Acquisition, Construction and Replacement <i>Other Expenditure</i> Railways Funds	12,000

MR. DEPUTY-SPEAKER: I shall not put the Demands for Excess Grants (Railways) for 1991-92 to vote:

The question is:

‘That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President

of India out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended on the 31st day of March, 1992, in respect of the heads of Demands entered in the second column thereof against Demands Nos. 6, 8, 13 to 16”.

The motion was adopted.

Demands for Excess Grants (Railways) 1991-92 voted by Lok Sabha

No. of Demand	Name of Demand	Amount of Demand to be Voted by the House
1	2	3
		Rs.
6.	Repairs and Maintenance of Carriages and Wagons	16,47,50,076
8.	Operating Expenses - Rolling Stock and Equipment	7,78,63,334
13.	Provident Fund, Pension and other Retirement Benefits	37,79,30,598
14.	Appropriation to Funds	87,36,39,308
15.	Dividend to General Revenues, Repayment of Loan taken from General Revenues and Amortization of Over-Capitalization	94,67,58,501

1	2	3
16.	Assets - Acquisition, Construction and Replacement	
	Other Expenditure	
	Capital	15,31,36,695
	Railway Funds	34,58,39,864

17.46 hrs.

SHRI C.K. JAFFER SHARIEF: I introduce the Bill**

**APPROPRIATION (RAILWAYS)
NO. 5 BILL, 1994***

MR. DEPUTY-SPEAKER: The Minister may now move that the Bill be taken into consideration.

[English]

MR. DEPUTY-SPEAKER: Now, the House will take up item No. 9

SHRI C.K. JAFFER SHARIEF: Sir, I beg to move**.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): Sir, I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1994-95 for the purpose of Railways.

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1994-95 for the purposes of Railways, be taken into consideration."

MR. DEPUTY-SPEAKER: The question is:

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1994-95 for the purpose of Railways."

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1994-95 for the purpose of Railways, be taken into consideration."

The motion was adopted.

The motion was adopted.

*Published in the Gazette of India, Extraordinary, Part-II Section-2 dated 16.8.1994.

** Introduced/moved with the recommendation of the President.

MR. DEPUTY SPEAKER: The House will now take up Clause-by-Clause consideration of the Bill.

The question is:

"The Clause 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

MR. DEPUTY-SPEAKER: The question is:

"That the Schedule stand part of the Bill."

The motion was adopted.

The Schedule was added to the Bill.

MR. DEPUTY 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 C.K. JAFFER SHARIEF: Sir, I beg to move:

"That the Bill be passed."

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed."

The motion was adopted.

17.49 hrs.

APPROPRIATION (RAILWAYS) NO. 4 BILL, 1994*

[English]

MR. DEPUTY SPEAKER: Now, the House will take up item No. 11.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): Sir, I beg to move for leave to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1992 in excess of the amounts granted for those services and for that year.

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amount spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March 1992 in excess of the amounts granted for those services and for that year."

The motion was adopted.

SHRI C.K. JAFFER SHARIEF: Sir, I introduce the Bill**.

MR. DEPUTY-SPEAKER: The Minister may now move that the Bill be taken into consideration.

* Published in the Gazette of India, Extraordinary, Part-II, Section 2, dated 16.8.1994.

** Introduced/moved with the recommendations of the President.

SHRI C.K. JAFFER SHARIEF: Sir,
I beg to move**:

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1992, in excess of the amounts granted for those services and for that year, be taken into consideration."

MR. DEPUTY-SPEAKER: The question is:

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1992 in excess of the amounts granted for those services and for that year, be taken into consideration."

The motion was adopted.

MR. DEPUTY-SPEAKER: The House will now take up clause-by-clause consideration of the Bill.

MR. DEPUTY-SPEAKER: The question is:

"That clauses 2 and 3 stand part of the Bill".

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

MR. DEPUTY-SPEAKER: The question is:

"That Schedule stand part of the Bill."

The motion was adopted.

The Schedule was added to the Bill.

MR. DEPUTY-SPEAKER: The question is:

"That Clause 1, 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.

MR. DEPUTY SPEAKER: The Minister may now move that the Bill be passed.

SHRI C.K. JAFFER SHARIEF: Sir,
I beg to move:

"That the Bill be passed."

MR. DEPUTY-SPEAKER: The question is:

"That the Bill be passed".

The motion was adopted.

17.52 hrs.

RESOLUTION RE: APPROVAL OF NATIONAL HOUSING POLICY

[English]

MR. DEPUTY-SPEAKER: Now we shall go to item No. 14 regarding the National Housing Policy.

THE MINISTER OF URBAN DEVELOPMENT (SHRIMATI SHEILA KAUL): Sir, I beg to Move:

"That this House approves the National Housing Policy' laid on the Table of the House on the 9th July, 1992."

Sir, it is my proud privilege to initiate discussion on the National Housing Policy, which was tabled by me in this august House on the 9th July, 1992. As the House had to deliberate on a number of other issues, it has not been possible to discuss this policy document during the last two years. In the meanwhile, the *Standing Committee of Parliament on Urban and Rural Development* has thoroughly examined this policy document and submitted its Report to the House on the 21st December, 1993. The recommendations contained in the Report have been considered in my Ministry and necessary action taken notes have been prepared.

Along with food and clothing, housing is a basic human need. At the same time, it is a productive activity which contributes to the attainment of several national policy goals. It stimulates savings and investment, creates additional employment opportunities, increases productivity, creates conditions conducive to the achievement of social objectives

in the health, sanitation, education and welfare sectors and improves generally the quality of life. Apart from being an end in itself, housing, thus, is the means to achieve several other ends and has therefore, come to be recognised worldwide as a major engine of growth and development.

The National Housing Policy, which is now before this august House for endorsement, has to be viewed in this context. Till the mid-Eighties, we did not have a national-level housing policy. The Estimates Committee of the Eighth Lok Sabha recommended in the Report for the year 1985-86 that Government should evolve a National Housing Policy for a planned development of liveable human settlement. Accordingly, the first National Housing Policy was formulated and placed before Parliament in May, 1988. The Action Plan announced by Government in January, 1990 envisaged reformulation of the national Housing Policy with specific programmes directed towards the poor and for improving the housing finance system. The National Housing Policy was accordingly reformulated by Government after broad-based consultations and also taking into consideration the several new developments at the national and international levels since 1988 and, in particular, the adoption by the United Nations in 1989 of the Global Strategy for Shelter for the Year 2000.

The Policy Document which is now before the House for consideration has been formulated to address the challenges of the housing crisis, manifested in a large number of houseless households, over 50 million persons living in slums, spiralling prices and rents of land and houses, rampant speculation in urban lands, deficient availability of drinking water, sanitation and other services, and the increasing struggle of the poorer and

[Shrimati Sheila Kaul]

vulnerable sections of the society to acquire affordable shelter.

I am sure that the hon. Members have studied the National Housing Policy document circulated by my Ministry. Without going into its details, therefore, I would like to touch on the main features of the Policy.

Firstly, the Policy aims at reaching out of people who need the support of the State most, namely, the houseless and vulnerable sections. It is designed to enable these target groups to secure for themselves affordable shelter through access to developed land, finance, appropriate building materials, cost-effective building technology and increased infrastructure facilities.

Secondly, the Policy envisages a major shift in the role of Government from that of a builder of houses to facilitator of housing activities, with responsibility for creating an enabling environment by eliminating constraints and developing an efficient system for the delivery of various housing inputs.

Thirdly, the Policy reiterates the commitment of Government to assist disadvantaged groups, like economically weaker sections, Scheduled Castes/ Scheduled Tribes, physically handicapped, households affected by natural calamities, poor widows and single women, in securing affordable shelter.

Lastly, the Policy fully recognises the role of non-government and community-based organisations in assisting the under-privileged sections of

society to secure adequate and affordable shelter.

In keeping with the National Housing Policy, several initiatives have already been taken in the shelter sector.

The Constitution (Seventy fourth) Amendment Act, 1992 has been passed. It provides for more democratic decentralisation of powers to urban local bodies, which is bound to give a new impetus to housing and urban development.

A Model Rent Control Legislation has been formulated and tabled in Parliament and circulated among the States for adoption. This is expected to improve the rental housing market in the country, particularly in the larger cities.

A Model Apartment Ownership Bill and a Model Bill for regulation of activities of builders/developers have been formulated and circulated among the States for adoption.

The Constitution (Seventy fifth) Amendment Act, 1994, which has come into force with effect from the 15th May, 1994, will enable the State Government to establish State-level rent tribunals for expeditious disposal of tenancy litigations.

The Public Premises (Eviction of Unauthorised Occupants) Amendment Act, 1993 will enable public authorities to secure summary eviction of unauthorised occupants from public premises.

In addition, concrete action has been taken to augment the flow of institutional finance, NRI investment and the Central and State budgetary support in the housing sector. Various fiscal concessions have been accorded in

regard to custom and excise duty which will encourage entrepreneurs to set up manufacturing units for the production of low-cost building materials by utilising agro-industrial wastes.

Before I conclude, I would like to assure the House that the Central Government is determined to implement the National Housing Policy in letter and spirit through the effective and wholehearted participation of the State Governments, which are ultimately responsible for the formulation of time-bound action plans and execution of the housing schemes for the various target groups in accordance with their priorities and resources.

With these words, I request the House to consider and endorse this historic document.

MR. DEPUTY-SPEAKER: Motion moved:

"That this House approves the National Housing Policy, laid on the Table of the House on the 9th July, 1992."

The time allotted to this subject is four hours. If every Member speaks for eight to 10 minutes. I think many

Members can speak in this debate. As on today, 27 names are there before the Chair. Now, Shri B.K. Handique to speak.

18.01 hrs.

SHRI BIJOY KRISHNA HANDIQUE (Jorhat): Mr. Deputy-Speaker, Sir, I rise to support the National Housing Policy which has been tabled by the hon. Minister, Shrimati Sheila Kaul. The National Housing Policy with all its laudable objectives and pious wishes set against the bleak and grim housing scenario is, however, no solace in the face of overwhelming ground realities.

MR. DEPUTY-SPEAKER: Mr. Handique, you can continue your speech tomorrow.

Now, the House stands adjourned to meet tomorrow, the 17th August, 1994, at 11.00 a.m.

18.00 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday. August 17, 1994/Sravana 26, 1916 (Saka).

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