

LOK SABHA DEBATES

(English Version)

Second Session
(Ninth Lok Sabha)



सत्यमेव जयते

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LOK SABHA DEBATES

LOK SABHA

*Thursday, May 3, 1990/Vaisakha 13, 1912
(Saka)*

*The Lok Sabha met at three minutes past
Eleven of the Clock*

[MR. SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

[*Translation*]

Encouragement to Cultivation of Pulses and Oilseeds

*677. SHRI RUDRASEN

CHAUDHARY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether any concrete specific action plan is under consideration to encourage the farmers for the cultivation of pulses and oilseeds and to increase the production of pulses and oilseeds; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND CO-OPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): (a) and (b). Four increasing the production of pulses and oilseeds, following Centrally Sponsored/Central Sector Schemes are

under implementation:

- i) National Pulses Development Project (NPDP).
- ii) Special Foodgrains Production Programme (SFPP)- Pulses.
- iii) National Oilseeds Development Project (NODP).
- iv) Oilseeds Production Thrust Project (OPTP).

Under these schemes, financial assistance is given to the States on various components like seed production, distribution of seed minikits, large sized demonstration etc. to induce the farmers to take up cultivation of pulses and oilseeds with improved technology on large scale.

A Technology Mission on Oilseeds has also been functioning since 1986 to coordinate all efforts to increase self sufficiency in edible oils by adopting an integrated policy of technology generation, crop production, import, distribution and pricing.

SHRI RUDRASEN CHAUDHARY: Mr. Speaker, Sir, in spite of the details given by the hon. Minister in regard to the schemes, the farmers in irrigated areas have taken up the production of these crops as side-crops only or as mixed crops. Only in unirrigated areas or under dry land farming, these crops are produced as main crops. No scheme has been formulated by the Government under these programme to provide irrigation facilities to such areas. I would like to know from

the hon. Minister whether irrigation facilities will be provided to such dry land areas when generally crops of pulses and oilseeds are grown by constructing ponds or reservoirs or by sinking tubewells as a measure of minor irrigation by utilising rain water and underground water?

MR. SPEAKER: You will ask another supplementary also. Please put your question straight away.

SHRIRUDRASEN CHAUDHARY: It has been proved after much scientific research and through practical experience that even a light irrigation can increase the production of these crops two-fold to four-fold. Therefore, I would like to know whether Government would formulate a country-wide scheme of minor irrigation based on rain water and underground water?

SHRI NITISH KUMAR: Mr. Speaker, Sir, the hon. Member has given a very apt suggestion, but it is not directly related to the present question. I have already mentioned the names of the schemes sponsored by the Government to increase the production of pulses and oilseeds. If he wants, I can give him details. At present, the production of pulses is 17 million tonnes. The targets for the 8th and 9th Five Year Plans are 17 million tonnes and 21 million tonnes respectively. But for achieving these targets, it is necessary to pay more attention towards the irrigation facilities. Anyway, it is not directly related to the main question.

SHRI RUDRASEN CHAUDHARY: Sir, it is not proper on the part of the hon. Minister to say that this issue is not directly related to the main question. My question is related to the production of pulses and oilseeds and, hence, provision of irrigation facilities for these crops does not form a separate question.

MR. SPEAKER: They have already made arrangements for providing more irrigation facilities. Please ask your second supplementary.

SHRI RUDRASEN CHAUDHARY: My second question is that farmers' actual demand for improved seeds of these crops is not being met. At different places farmers had to use the ordinary seeds due to shortage of improved seeds. I would like to know whether any Beej Gram Yojana based on different agro-climatic zones has been formulated in order to ensure higher production of improved seeds? If so, have different areas have been recommended for different crops and incentive schemes prepared accordingly?

SHRI NITISH KUMAR: Mr. Speaker, Sir, the hon. Member is right when he says that Beej Gram Yojana should be started, so that improved seeds could be made available under the centrally sponsored schemes. A constant effort is being made at all levels in this regard and many institutions are working in this field. Besides, demonstrations are also organised for new varieties of seeds. In villages, these demonstrations are held at the block level and it is done on a mass scale. The Government wants to expand these programmes further. In this regard, a provision has been made in the loan schemes also. If you permit me I can give the details of each scheme. Beej Gram Yojana is a part of pulses and oilseeds programme.

MR. SPEAKER: No, details are not needed.

[English]

PROF. K.V. THOMAS: Sir, there is scarcity of edible oil in the country and the price of edible oil is shooting up.. Sir, as you are aware, coconut is the major crop in Kerala State and all the previous Governments in Kerala as well as the Members of Parliament from Kerala have requested the Government of India to declare coconut as oilseed so that all the concessions and financial assistance given to the oilseed producers may also be extended to coconut producers.

MR. SPEAKER: Prof. Thomas, this question concerns pulses and oil-seeds.

PROF. K.V. THOMAS: Sir, our request is to declare coconut as oil-seed. That is our point. All the successive State Governments as well as Members of Parliament and organisations of farmers have requested the Government of India to declare coconut as oilseeds so that they will get all the concessions and financial assistance. (*Interruptions*)

[*Translation*]

SHRI NITISH KUMAR: The Government will consider the suggestion. However, coconut is not an oilseed crop and a special project is already going on in this respect. The Government will reconsider the suggestion of the hon. Member afresh.

SHRI LALIT VIJOY SINGH: Mr. Speaker, Sir, through you, I would like to draw the attention of the Government towards a large agricultural tract located between Fatuha and Lakhisarai in Bihar known by the name of TAL, which measures about 1034 square kilometres. Pulses and oilseeds are the main crops of this area, but there has been a constant fall in their production. I would like to know whether Government proposes to start any special scheme for increasing production of these crops in this area? In this regard, I would also like to know whether the Government is aware that in 1970...

MR. SPEAKER: You cannot read it out.

SHRI LALIT VIJAY SINGH: I am doing so only to give the date. On 22 August, 1970, the then Minister of Irrigation Shri K.L. Rao had surveyed that area and had given some suggestions to make the scheme successful. I would like to know whether Government proposes to take up the development of this area under the Centrally Sponsored National Pulses, Development Project?

SHRI NITISH KUMAR: Mr. Speaker, Sir, I would like to correct the figure of area of TAL. The area of this land is 1062 square kilometres and not 1032 square kilometres.

Only pulses are grown in this area in the Rabi season. agriculture is a State subject and, therefore, if the State Government sends a proposal, particularly in regard to the development of pulses and oilseeds, the Centre can consider giving assistance under centrally sponsored scheme. Assistance can also be given under the Special Foodgrains Production Programme, if the State Government asks for it.

SHRI RAJENDRA AGNIHOTRI: I would like to know from the hon. Minister what incentive schemes were started in the past to encourage cultivation of pulses and oilseeds, particularly Masur, Gram and Arhar in the plateau of Uttar Pradesh and Madhya Pradesh, which is also known as Bundelkhand? I would also like to know about the future plans of the Government in this regard?

SHRI NITISH KUMAR: As I said earlier, there are two schemes for the development of pulses. National Pulses Development Project and Special Foodgrains Production Programme (Pulses). Under the National Pulses Development project, incentive is given to the crops of gram, arhar, moong, urad, masur and peas, whereas under the Special Foodgrains Production Programme (Pulses), special attention is paid to gram and arhar. The hon. Member has mentioned about a particular district. More than 200 districts are covered under the National Pulses Development Project and about 205 more districts...

MR. SPEAKER: Is the district mentioned by Shri Agnihotri also covered under it?

SHRI NITISH KUMAR: About 48 districts are covered under the Special Foodgrains Production Programme. Most of the districts of Bundelkhand are covered under these schemes. If any district has been left out, the hon. Member may give a separate notice for it and we will take suitable steps after giving it due consideration. We shall pay special attention for the development of pulses and oilseeds in that area.

[English]

MR. SPEAKER: Mr Basudeb Acharia.

(Interruptions)

SHRI BASUDEB ACHARIA: Sir, there are a number of programme... (Interruptions)

MR. SPEAKER: I have not permitted you. Yes, Mr. Basudeb Acharia.

(Interruptions)

SHRI BASUDEB ACHARIA: Sir, West Bengal is a State where the production of oil - seeds has increased significantly. Five years back, the State of West Bengal could produce only six per cent of its total requirement of oilseeds. Last year, West Bengal produced 34 per cent of its requirement. The technology mission programme for increasing the production of oilseeds is a good programme in addition to other programmes. So, I would like to know from the hon. Minister whether the Government proposes to assist that State of West Bengal to increase the production of oilseeds.

[Translation]

SHRI NITISH KUMAR: Mr. Speaker, Sir, the hon. Member has himself admitted that there has been significant progress in oilseeds but the same is not true of pulses. Production in West Bengal has increased due to the favourable agricultural policies. Be it centrally sponsored projects or State sponsored projects, they have benefited from them. As I have said earlier, there are four projects for the development of pulses and oilseeds in West Bengal. Out of these four programmes, they are getting desired assistance under three programmes. However, if the State Government submits a separate proposal for additional help in addition to the three schemes already mentioned, it will be given due consideration. At present the West Bengal Government is associated with both the programmes i.e. the National Oilseeds Development programme (NODP) and the

Oilseeds Production Thrust Programme (OPTP) and also with National Pulses Development Programme.

[English]

SHRI KADAMBUR M.R. JANARDHAN: Mr. Speaker, Sir, black gram is the main pulse which is used in our favourite dishes of Idli, Dosa and Vada. There is short supply of black gram. I would like to know whether the Government has produced any hybrid variety of black gram under the National Pulse Development Programme. If not, I want to know whether the Government has got any proposal to produce it.

My second part of the question is cotton seed oil is a major oil in India. So, I would like to know whether the Government has declared cotton seed as an oilseed or not.

[Translation]

SHRI NITISH KUMAR: Mr. Speaker, Sir, cotton seed has not been declared as oilseed so far or its oil as edible oil but it is being considered. It is also being considered as to how cottonseed oil could be refined so as to make it edible.

SHRI RAJMANGAL PANDE: Mr. Speaker, Sir, it makes no difference whether a scheme is sponsored by the Centre or by the State. If you see the records of previous 7 years you would find that despite all the motivation and subsidy given, there has been no proportional increase in the production of pulses and oilseeds. This may be due to two reasons: Firstly, the biological needs of the farmers have not been fulfilled and secondly the bureaucracy is bent upon to fail these schemes. That is why despite all the subsidy and motivation these schemes are not succeeding. I would like to know as to why these schemes failed and what action is being taken by the Government to remove the obstacles.

SHRI NITISH KUMAR: I agree with the hon. Member's contention that the progress of these schemes has been below expecta-

tion. The Government would take all possible measures in this regard and seriously consider any new suggestion put forward by the hon. Member to increase the production of pulses. (*Interruptions*)

[*English*]

SHRI K.S. RAO: Mr. Speaker, Sir, irrespective of the fact whether the Hon. Minister replied to the question or not, he is answering better than his senior colleague. We are very happy about it.

The *dal* and edible oil are the basic requisites for common man's consumption and the prices of *dal* and pulses and edible oil are going too high, they are going out of the reach of the common man. Similarly, when it comes to the question of remunerative prices to the farmers, the fluctuation is so much that sometimes the prices of pulses come down from Rs. 800 to Rs. 400 or so. One of the reasons being indiscriminate import of pulses sometimes whereby the farmers are getting affected. So, both the consumers and the farmers are affected.

I would like to know whether hon. Minister will put it to the Cabinet to include the *dal* varieties also to be supplied through public distribution system so that common man can get at the fair price.

No.2, whether he will think of gearing the market machinery in such a manner that the prices will not fluctuate from Rs. 1,000 to Rs. 400 so that the farmers will get the right price and they are encouraged to produce enough pulses and oilseeds in the country.

[*Translation*]

SHRI NITISH KUMAR: The Government will consider the hon. Member's suggestion to sell these commodities through public distribution system. Right now, it is not directly related to the Department of Agriculture. It is related to the Civil Supply and Food Department. However, I would like to say that this is a good suggestion and I will take up the matter with the concerned depart-

ment in the light of the suggestion of the hon. Member.

Declaration of Roads as National Highways in Bihar

*678. SHRI RAJ MANGAL MISHRA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the names of the roads in Bihar for which Government of Bihar has urged Union Government for declaring as National Highways; and

(b) the action taken in this regard?

[*English*]

THE MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRISHNAN): (a) and (b). A statement is laid on the Table of the House.

STATEMENT

(a) and (b) During the 7th Plan (1985-90), the Government of Bihar proposed the following roads for being declared as National Highways, viz

- i) Link Road from Mokameh to Farakka;
- ii) Govindpur (NH-2)-Jamtara-Hansdiha-Bhagalpur-Punchasal-Wasaharsa-Birpur;
- iii) Patna-Hajipur-Muzaffarpur-Sitamarhi-Sursand-Bhitha More;
- iv) Muzaffarpur-Darbhanga-Forbesganj-Purnea;
- v) Korha (NH 31)-Katihar-Pranpur-Maldah-(NH 34); and
- vi) Aurangabad-Pandavpur-Gorhata-Maha (M.P. Border)-Ambikapur-Bilaspur-Raipur (NH.6)

However, owing to financial stringency

and other priority considerations, it has not been possible to declare any new National Highway in Bihar State in 7th Plan. The State Government has also proposed inclusion of Arrah-Sasaram road in the National Highway network during the 8th Plan. The inclusion of additional roads in the National Highway grid will depend upon the availability of resources and inter-se priorities among various proposals received from the different States.

[*Translation*]

SHRI RAJ MANGAL MISHRA: All these roads pass along the border with Bangladesh and Nepal. I would like to know from the hon. Minister whether these roads are important or not from the defence point of view?

[*English*]

SHRI K.P. UNNIKRISHNAN: All roads are important, particularly the roads bordering frontier regions. Since 1962, after the Chinese aggression, this was given special priority and special attention. That is why, the average km. length in Bihar itself has gone up.

[*Translation*]

SHRI RAJ MANGAL MISHRA: I would like to know whether any proposal was submitted to the Centre by the State Government to declare all these eight roads as National Highways? I would also like to know roadwise amount of money provided for these roads during the Seventh Plan period from 1985 to 1990. I would also like to know the time by which these roads would be completed.

[*English*]

SHRI K.P. UNNIKRISHNAN: Sir, there are 9 numbers of National Highways which are crossing the State of Bihar with an aggregate length of 2117 kms, out of a total of 33,612 kms. of national highway system. If I may say so—it is not that I am satisfied—but

its average comes to about 12 kms. per 1,000 sq. kms of National Highway road length. It is more than the national average of 10 and there are many other States which are denied this. Therefore, I have explained nine numbers and some of the most important national highways go through Bihar, Delhi-Calcutta with about 392 KM, Dhule-Calcutta, Ohas-Talchar Jn (NH-42), Barauni-Lucknow, Mohania-Bhaktiarpur, NH-2, Barhi-Amingaon, Gobindpur-Jamshedpur, Barhi-Baharagora etc. Under different plans, allotments have been made to Bihar but, as I have explained in the statement laid on the Table of the House, during the Seventh Plan, the Government of Bihar has proposed six roads for inclusion. Due to financial stringency and other considerations, it was not possible to declare any new national highway during the Seventh Plan and we are certainly aware of the situation in Bihar and also of the high density traffic areas and we are looking into this problem and after the Eighth Plan is finalised only, we can give a clear picture as to which State can get which road.

[*Translation*]

SHRI JANARDAN YADAV: Mr. Speaker, Sir, I would like to know whether the road which runs between Govindpur and Birpur and connects Northern Highway to Southern Highway was included in the Seventh Plan. No action has so been taken in this regard. Secondly, no work has been started in respect of Highway which runs between Mokamah and Farakka. Again I would like to know the time by which work would begin on all these roads of Bihar which have been declared National Highways?

[*English*]

SHRI K.P. UNNIKRISHNAN: I have already explained this in the Statement that has been said. The hon. Member referred to the national highway No. 2 Janatara-Hansidiha-Bhagalpur-Panchalsal-Wasaharsa-Birpur Road. As far as the six roads are concerned, I have already admitted that it has been forwarded by the Government of

Bihar and as I have explained, due to constraint of resources, it could not be taken up during the Seventh Plan and the Eighth Plan is being finalised and again we shall have discussions with the Bihar State Government and as per the priorities and suggestions from hon. Members, we shall take it up.

[*Translation*]

SHRI CHHEDI PASWAN: Mr. Speaker, Sir, the G.T. Road constructed by Sher Shah Suri Starts from Peshawar and goes upto Sonarganj of Calcutta. The historic city of Sasaram, that lies en route was sparsely populated earlier but today it has a population of about two lakhs. One hundred vehicles pass through G.T. Road every minute and it takes a toll of at least one person daily in accidents. I would, therefore, like to know from the hon. Minister whether the Government is considering to widen the G.T. Road running through the heart of Sasaram city and construct the divider and the footpaths along this road? The Government of Bihar has also submitted a proposal in this regard.

[*English*]

SHRI K. P. UNNIKRIISHNAN: We shall examine all the suggestions of the Member.

[*Translation*]

SHRI MANJAY LAL: I would like to know from the hon. Minister whether highway No. 28 connecting Gandhi bridge of Patna with Muzaffarpur will be declared a National Highway in view of the heavy vehicular traffic on it?

[*English*]

SHRI K.P. UNNIKRIISHNAN: I have already explained that the high density traffic areas will be subjected to a critical review and will be finalised in 8th Plan. We shall certainly look into it.

[*Translation*]

SHRI YUVRAJ: Mr. Speaker, Sir, if we

look at Sl. No. (v) of the reply given by the Government, we find that the Korha (N.H.31) and Katihar-Pranpur-Maldah N.H. (34) have been taken up in the Seventh Five Year Plan whereas these projects were scheduled to be completed during 1985-90.

I would like to know the progress made with regard to construction of bridges etc. on the roads approved for conversion into National Highways and the amount of funds provided by the Central Government for this purpose?

[*English*]

SHRI K.P. UNNIKRIISHNAN: Sir, these were the suggestions of the Bihar Government for inclusion as national highways. As I have already explained, due to constraint of resources, they could not be taken up. Again it will be reviewed at the time of the Eighth Plan. We shall take them into account. (*Interruptions*)

Supply of Speed Boats to Orissa

*680. SHRI LOKANATH CHOUHDARY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Orissa Government has requested the Union Government to arrange for supply of four speed boats for the implementation of Orissa Marine Fishing Regulation Act, 1982;

(b) if so, the details thereof; and

(c) the decision taken by Union Government thereon?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND CO-OPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): (a) to (c). In response to a communication from Ministry of Agriculture calling for project proposal for exploring the possibility of obtaining patrol boats for enforcing Marine Fishing Regulation Act in maritime States under the Japanese Grant in Aid in 1989-90,

Government of Orissa requested for supply of four speed boats. Since this request was not in the form of a project proposal with requisite details on specifications of boats, budget provision etc., Government of Orissa was requested to submit a detailed project proposal. The same has not yet been received from Government of Orissa.

SHRILOKANATH CHOUDHARY: Sir, I think the Government of Orissa has suggested that some Japanese steamships—four in numbers—be supplied to them for enforcing Marine Fishing Regulation Act. But since the Government of Orissa has passed an Act to prevent the coming up of outsiders and disturbing the traditional fishermen, it has become an acute problem in the State of Orissa. Just to implement that, the Orissa Government has brought forward this Act where up to a radius of 4-5 KMs. outsiders cannot enter. Every year there are riots. But since this has become a serious problem, will the Government of India consider from their side—even shift the Government of Orissa has not conveyed the reasons in the proper form—to supply them speed boats quickly to see that these things are not repeated again?

[*Translation*]

SHRI NITISH KUMAR: Mr. Speaker, Sir, the Central Government had invited proposals from all the maritime States in this regard. In this connection negotiations were held with the Government of Japan and they had agreed in a meeting held in the Ministry of Agriculture to co-operate in various fields. Accordingly, detailed information and proposals were invited from various states of the country with regard to their requirements for meeting the maritime patrolling operation and for enforcing the Marine Fishing Regulation Act. The Government of India *vide* its letter dated 14th June, 1989 had asked for the information regarding the type and number of patrol boats needed, the minimum required length thereof and the name of the agency for the supply of the same. The letter *inter-alia* sought to know whether these states had a concrete infrastructure and

budgetary provision in this regard and how do they propose to meet this budget. In reply to this letter, the Government of Orissa had put forward a demand for four speed boats only on 26th September, 1989. Subsequently, the Government of India *vide* its letter dated 26th October asked for a comprehensive plan in this regard. The reply to this letter is still awaited. The last letter was sent to them on 11th April, 1990. In the meantime, the Director (Fisheries) of the Government of Orissa *vide* his letter dated 9th April, 1990, submitted a proposal to the State Government with regard to the enforcement of this Act asking for the boats that can performance of this Act asking for the boats that can perform the twin functions of fishing as well as patrolling. A copy of that proposal has been received by the Central Government, but the problem is that the Government of India is not in receipt of a detailed proposal it had asked for. The situation till date is that the Government of Japan will be contacted for obtaining boats only after the necessary information is received from all the states.

This information has not been received from all the state Governments. The Central Government is considering to give certain direction to the State Governments with regard to the enforcement of regulations of the Marine Fishing Act in the Eighth Five Year Plan, in case no proposal to this effect is received from Orissa. Detailed proposals are being invited from the State Governments and two of them have already submitted such proposals. A meeting was held in this regard on 20th April in which all points were considered. We want to consider the case of Orissa on priority basis so as to speed up the patrolling and enforce the regulations there.

[*English*]

SHRI LOKANATH CHOUDHARY: I want to know whether some State like this have already got these speed boats, if so, which are the States which have got it and which are the States which have submitted their proposals as required by the Government of India.

[*Translation*]

SHRI NITISH KUMAR: As regards the first part of the question, I would like to state that no state has received the speed boats as yet. Kerala has sent its proposal, besides three other States which have sent their proposals according to the plan of the Central Government. Orissa has been considered to be one of them. Two more states have sent their proposals according to the Eighth Five Year Plan.

MR. SPEAKER: This is being delayed due to the formalities of correspondence. You can take up this matter at the Ministerial level.

SHRI NITISH KUMAR: Positive action will be taken in this direction.

[*English*]

SHRI SAMARENDRA KUNDU: Mr. Speaker, Sir, there is another angle to this speed boat matter. As you know, I come from Balasore District. There is a beautiful place in the District called Dhamra which is internationally known as the world's largest breeding ground for tortoise. They lay millions of eggs. And to catch the poachers those who come from all over the world, to catch the egg and also the tortoise, the coastal guards were asked to give some speed boats. And the coastal guards gave some speed boats. They caught some of these poachers from Thailand, from Japan and from other countries and boats were handed over to the Paradeep Port. But that did not solve the problem because these speed boats were found wanting to go in the shallow water. You know, Sir, how shallow is the water. Then the Fishing Director requisitioned two boats. They are also in operation. I would like the Minister to see to the requirements of Dhamra, which is an international centre and where poaching goes on and to see what steps are being taken to preserve it. Would he consider giving small boats which can move in shallow water? That demand, I am sure, has not come from the Government of Orissa. Government of Orissa

is moving in the tortoise's speed—slow, silent and sleepy. Therefore, this young Minister should take some energetic steps to catch these poachers where tortoise lays eggs.

[*Translation*]

SHRI NITISH KUMAR: I agree with his first question and the Government wants to examine it. Orissa will definitely receive Government's priority in regard to the enforcement of the Act throughout the country during the eighth Five Year Plan. The Government will initiate instant action under your directions as soon as the proposal is received from the Government of Orissa.

S.T.D. Facility in Bharouch District in Gujarat

*681. **SHRI CHANDUBHAI DESHMUKH:** Will the Minister of COMMUNICATIONS be pleased to state:

(a) the names of places in Bharouch district of Gujarat where S.T.D. facilities are being extended during the current year; and

(b) the time by which S.T.D. facilities are likely to be provided?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Ankleshwar, Panoli and Palej.

(b) Progressively during 1990-91 subject to the availability of equipment.

SHRI CHANDUBHAI DESHMUKH: Mr. Speaker, Sir, the hon. Minister has stated that S.T.D. facilities are being extended to Ankleshwar, Panoli and Palej, but I would like to tell him that it is all right to provide S.T.D. facilities to Ankleshwar, a Tehsil village. But since Panoli and Palej are small villages, would it have not been better to extend these facilities to two other big towns instead?

SHRI JANESHWAR MISHRA: Mr. Speaker, Sir, I have already stated that this

is subject to the availability of equipment.

SHRI CHANDUBHAI DESHMUKH: Mr. Speaker, Sir, many complaints with regard to the telephone services are being received from District Bharouch and the people are very much distressed there. Despite the installation of an automatic telephone exchange at Bharouch just two months back, there are complaints of getting wrong numbers. A number of complaints to the concerned officials have not yielded any result in finding a solution to this problem. I would like to know whether the hon. Minister is going to take remedial measures in this regard? Many complaints have been received against the S.D.O of District Bharouch. Is the hon. Minister going to take any action against him?

SHRI JANESHWAR MISHRA: Mr. Speaker, Sir, an automatic telephone exchange with a capacity of 5,000 lines, has been installed in Bharouch and I understand that it adequately caters to the needs of telephone services there. Still, if there is any complaint, it will be looked into.

PROF. RASA SINGH RAWAT: Hon. Speaker, Sir, I would like to know from the hon. Minister as to what are the criteria laid down for extending S.T.D. facilities to a new place and what steps the Government is taking for checking the misuse of S.T.D. services wherein people make use of others' telephone number for making calls and the actual subscriber has to bear the burden of paying the bills?

SHRI JANESHWAR MISHRA: Mr. Speaker, Sir, several criteria have been laid down for extending S.T.D. facilities and the following four are prominent among them:-

1. Connecting the country's capital with the State Capitals.
2. Connecting the District Head-Quarters with the concerned state capital.
3. The telephone exchanges with 1,000 lines capacity as on 31.3.85 or

4. Those having capacity of more than 1,000 lines with technical feasibility from the point of view of traffic.

As regards the misuse of S.T.D. services, I would like to say that a constant vigil is being maintained and necessary action taken on complaints.

[English]

Vizhinjam Fishery Harbour in Kerala

*682. **SHRI A. CHARLES:** Will the Minister of AGRICULTURE be pleased to state:

- (a) the year in which the construction of the Vizhinjam fishery harbour in Kerala was started;
- (b) the target date initially fixed for the completion of the project;
- (c) the stage at which the construction work of the project stands at present; and
- (d) the reasons for delay in the completion of the project?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND CO-OPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): (a) to (d). A statement is laid on the Table of the Sabha.

STATEMENT

(a) to (d). The development of Vizhinjam fishery harbour has been taken up in three stages under a Centrally Sponsored Scheme of the Government of India and is being executed by the Government of Kerala.

State I was sanctioned by Government of India in 1968 at an estimated cost of Rs. 173 lakh. The items of sanction were construction of a breakwater and a jetty and acquisition of land. Due to contractual problem, the Government of Kerala completed the works in 1975-76 at a cost of Rs. 208 lakh.

Construction of Stage II was taken up by the Government of Kerala during 1979-80 in anticipation of the sanction by the Government of India. The work consisting of the extension of main breakwater and construction of a leeward breakwater was completed in 1982-83 at a cost of Rs. 201.35 lakh. The Government of India gave approval in February, 1987.

Stage III consisting of works namely construction of guys, auction hall, repair facility, dredging and other ancillary facilities like navigational aids, sewage, drainage, water supply, radio communication, etc., was sanctioned in February, 1987 at a cost of Rs. 502.67 lakh. The Government of India gave approval to stages II and III together in February, 1987. According to the administrative approval, the works under stage III were targetted for completion by March, 1990. The actual work on the project has not yet commenced. Presently Government of Kerala have received tenders for wharf, auction hall and gear sheds.

The delay in the commencement of construction of stage III is due to the time taken by the Government of Kerala in acquisition of land and in rehabilitation of affected fishermen from the project area.

SHRI A. CHARLES: Mr. Speaker, Sir, just now you have been very kind enough to give an advice to the Minister that undue delay may not be caused in the implementation. But here is a typical case of delay 22 long years have elapsed since the project has started. It was started in 1968. The Vizhinjam fishery harbour has not been functioning for the last 22 years. The Second Stage was started in 1979-80 without the approval of the Government of India; but the then Government finished it in a record time of three years. According to the scheduled target, the work should have been completed in March 1990. Two months are over now. But the actual work on the project has not yet commenced because of the time taken by the present Government of Kerala in acquisition of land and rehabilitation of affected fishermen from the project area. It is

very close to my constituency and I know every inch of the land. Hundreds of families have been shifted; but no facility is provided to them.

May I know from the hon. Minister whether he will take the initiative and call the officers, sit together and see at least that in the next two years this prestigious project, which is pending for the last 22 years, is completed, so that the life of these fishermen can be saved?

[*Translation*]

SHRI NITISH KUMAR: Mr. Speaker, Sir, I share the concern expressed by the hon. Member regarding the delay that has taken place, but I have clearly explained the reasons for the said delay in my reply to the question. On the 30th of April, we received information from the State Government regarding the land acquisition problem. As against the requirement of twenty acres of land, only six acres of land has been acquired. The question of acquiring remaining 14 acres of land is linked with rehabilitation. The total number of the families that are to be rehabilitated is 1052 and out of this figure, 405 houses have been completed and 397 people have already been resettled. The State Government has said that the work regarding rehabilitation of the remaining persons is progressing steadily. The acquisition of land required for the purpose will be done. So far as the Stage II is concerned, the work has been completed by the State Government. The sanction and approval for the second and third stage has been given together. That work has been completed and work on stage III remains to be completed. The delay in completion is due to acquisition of land which is in progress. As soon as the work of acquisition is completed, work on this project would start. We also want this work to start at the earliest, but a lot depends on the State Government. However, the Central Government is making every possible effort to take initiative in the matter so that the work is completed within a period of two years. We are in favour of its completion but a lot depends on the State

Government. So far as the question of taking initiative is concerned, the Central Government wants to take every possible initiative.

[English]

SHRI A. CHARLES: Sir, I am thankful to the Minister for at least sharing my concern. All that the Minister stated is, the work was done by the previous Government. I am really sorry to say that nothing has been done by the present Government.

In the third stage, one of the main items of work that was stated, is the repairing facility. The earlier proposal was to provide a pukka dry dock facility. Vizhinjam is the only Harbour which has a natural facility for a dry dock, capable of repairing ships and vessels passing through. That was one of the prestigious parts of the project. But somehow, I am given to understand that this repair facility has been substantially reduced and an attempt is being made to postpone the construction of the dry dock, to a future date. Now 22 years have elapsed. May I know from the hon. Minister whether he will have all these in mind and consider, at the earliest, having the repairing facility of a full-fledged dry dock? It should be included in the third project and the whole thing should be improved.

[Translation]

SHRI NITISH KUMAR: Mr. Speaker, Sir, so far as the hon. Member's question regarding the earlier project is concerned, there is a clear reference to the provision of repair facilities in the project. As regards the concern expressed by the hon. Member, we have received reports to this effect and it will be our endeavour to see that provision for repair facilities is kept in the project because it is an essential part of the project at every stage.

[English]

SHRI S. KRISHNA KUMAR: Sir, Rs. 18 crore Fishery Harbour Project at Tangasseri in Quilon District of Kerala was sanctioned

by the previous Government specifically to benefit traditional fishermen of the State. It was announced by Shri Rajiv Gandhi, the then Prime Minister, during one of his visits to Kerala. It was specially sanctioned, in addition to the normal plan scheme. Since some interest was taken by the Prime Minister to sanction it and since I represent that Constituency, the State Government of Kerala run by the Marxists had delayed the Project when we were in power. Now that the Government of India has changed and the Marxist Government are supporters of the Janata Dal Government, will the Minister take a special interest to see that Tangasseri Project is started? An amount of Rs. 2 1/2 cores has already been made available to the State Government, but not a single stone has been laid; no work has been started. This way, they are depriving the benefits to the traditional fishermen of Kerala. While other Labour Projects are for the benefit mechanised boats owners this is the only Project in India specifically catering to the traditional fishermen of the State as well as India. Will the Minister give an assurance that there will not be any further delay in the implementation of this prestigious Project?

[Translation]

SHRI NITISH KUMAR: So far as Tangasseri project in district Quilon is concerned and about which the hon. Member has made a mention, the preliminary work is in progress. The action regarding land acquisition is going on and I am not aware of the intention of the State Government not to proceed with the work. We feel that the work on this as well as other projects will certainly be completed.

[English]

SHRI KUSUMA KRISHNA MURTHY: Mr. Speaker, Sir, I am asking about the delay in implementation of another project in Andhra Pradesh. In Machilipatnam, there is a minor port.

MR. SPEAKER: How can you jump to Andhra Pradesh? (*Interruptions*)

SHRI KUSUM KRISHNA MURTHY: Historically it is an important place. The fishing harbour project was said to have been sanctioned long time back. It is being delayed for years together. I would like to know whether the hon. Minister would be able to clear the project for giving employment to thousands of fishermen living in the area.

[Translation]

SHRI NITISH KUMAR: Mr. Speaker, Sir, it is not related to the question. However, if the hon. Member is concerned about it and if he gives it in writing, action will certainly be taken.

[English]

Implementation of Maharashtra Model Employment Guarantee Scheme

*684. **DR. DAULATRAO SONUJI AHER:** Will the Minister of AGRICULTURE be pleased to state—

(a) whether World Bank has submitted any report on employment guarantee scheme;

(b) if so, the details thereof;

(c) the reaction of Government thereto; and

(d) whether Government propose to extend implementation of the Maharashtra Model Employment Guarantee Scheme to other States?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI UPENDRA NATH VERMA): (a) No, Sir.

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

(d) So far as the extension of the Maharashtra Model Employment Guarantee Scheme to other States is concerned, what

perhaps, the Hon'ble Member has in mind is the employment guarantee programme announced by the Finance Minister in the Budget Speech delivered in the Parliament on 19.3.1990.

The Finance Minister has announced a beginning of employment guarantee scheme for the drought prone areas and areas with acute problem of rural unemployment in selected areas of the country.

The introduction of National Rural Employment Guarantee Programme in the Selected areas of the country as announced by the Finance Minister in his Budget Speech for the year 1990-91 is under consideration. The details are being worked out.

[Translation]

DR. DAULATRAO SONUJI AHER: I would like to know whether the Employment Scheme of Maharashtra and National Rural Employment Guarantee Scheme are the same?

SHRI UPENDRA NATH VERMA: There is a slight difference between the two.

DR. DAULATRAO SONUJI AHER: Does the Central Government propose to extend the model which is in vogue in Maharashtra to other States also?

SHRI UPENDRA NATH VERMA: The matter of implementing this pattern in other States also is presently under consideration.

SHRI RAM NAIK: Mr. Speaker, Sir, it has been stated that the details are being worked out. I want to know the time by which the proposed scheme is going to be completed and whether any time-bound programme has been prepared in this regard?

SHRI UPENDRA NATH VERMA: We will start this work in 1990-91.

PROF. RAM GANESH KAPSE: I want to request the Minister through you to implement the proposed scheme on the lines of

Maharashtra Model Employment Guarantee Scheme, so that the work commences on Maharashtra model itself. I would like to know whether some suggestions have been received by the Government regarding checking of corrupt practices in the scheme; if so, the time by which the suggestions would be implemented?

SHRI UPENDRA NATH VERMA: Mr. Speaker, Sir, I have clearly stated that so far as the Maharashtra Guarantee Scheme is concerned, it is under our consideration. While giving it consideration we shall take into account both the merits and demerits of the scheme.

SHRI HARADHAN ROY: Mr. Speaker, Sir, the number of registered unemployed in the country is over three crore. Apart from this, more than ten crore people in villages are unemployed. I would like to know from the hon. Minister the number of unemployed people proposed to be covered under the Employment Guarantee Scheme in 1991?

SHRI UPENDRA NATH VERMA: Mr. Speaker, Sir, I have categorically stated in my reply that the aforesaid scheme will not be implemented throughout the country in one go. This scheme will be started in 1990-

91. It will be initially implemented in the drought-prone areas and in areas where unemployment has reached alarming proportions.

[English]

Development of Telephone System in Kerala

*685. **SHRI S. KRISHNA KUMAR:** Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have finalised the plan for the development of telephone system in Kerala for 1990-91; and

(b) if so, the details thereof together with the additional lines to be provided and exchanges to be set up?

[Translation]

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): Yes, Sir.

(b) Statement is laid on the Table of the House.

STATEMENT

PART (b) The proposed Annual Plan 1990-91 for the State of Kerala envisages inter alia gross local switching capacity addition of about 56390 lines subject to the resource availability. Some of the major exchange proposed to be covered are:

<i>Sl. No.</i>	<i>Exchange</i>	<i>Gross capacity addition (lines)</i>
1.	Calicut	3000
2.	Tirupunithura	3000
3.	Tiruvalla	4000
4.	Alleppy	3000
5.	Trivandrum Medical college	10000
6.	Ernakulam	4000
7.	Kottayam	5000

The total capacity proposed for commissioning also includes about 90 small exchanges for meeting the demands in rural and semi urban areas of the State.

[English]

SHRI S. KRISHNA KUMAR: Sir, Kerala is a highly urbanised State which is full of small towns, medium towns and also consists of three metropolitan cities. Against this background, the physical target which is given in the answer is totally inadequate. I would like to know from the Minister about three points. Firstly, what is the criteria by which the scarce resources of the telephone department are allocated to the states for the annual development plan? Secondly whether or not in view of the highly urbanised development of the State and the literate nature of its population, a special dispensation will be given to Kerala. Thirdly, there are three lakhs pending telephone applications in the State. What you hope to add, subject to the availability of resources is only about 50,000 telephones? Till recently, Mr. Unnikrishnan was in charge and so, we were hoping that we will get something more. I would like to be enlightened by the hon. Minister on these points.

[Translation]

SHRI JANESHWAR MISHRA: Mr. Speaker, Sir, Kerala's position is the best among all the States in respect of telephone and the question asked by the hon. Member regarding waiting list... (*Interruptions*)

MR. SPEAKER: Mr. S. Krishna Kumar is not satisfied with that.

SHRI JANESHWAR MISHRA: The existing waiting list will be cleared during the Eighth Five Year Plan.

[English]

SHRI S. KRISHNA KUMAR: The list

give in the reply does not include one of the major cities of Kerala, namely, Quilon where the new electronic telephone exchange system was supposed to have been introduced in 1990-91. This does not appear in the list. What is the position about the state of implementation of the electronic telephone exchange system in Quilon?

[Translation]

SHRI JANESHWAR MISHRA: At present do not have information about Quilon. We will collect it and furnish the same to the hon. Member.

[English]

SHRI K. MURALEEDHARAN: Sir, Calicut is one of the three major cosmopolitan cities in Kerala. Unfortunately, during the rainy season, the entire telephone system collapses in Calicut. I want to know from the Government as to whether or not the Government is aware of this fact and if so, what measures are taken by the Government to rectify it?

[Translation]

SHRI JANESHWAR MISHRA: There is something wrong with the telephone system in Calicut and the Government is aware of it. Steps are being taken to rectify it.

SHRI RAMASHRAY PRASAD SINGH: Mr. Speaker, Sir, the condition to telephone system in Bihar, particularly in Patna is going from bad to worse. I would like to know from the hon. Minister whether steps would be taken there to improve the condition because telephone subscribers are in distress there.

SHRI JANESHWAR MISHRA: Mr. Speaker, Sir, efforts will be made to improve the telephone system there.

WRITTEN ANSWERS TO QUESTIONS*[Translation]***Transfer of Unnao Telephone Exchange from Kanpur to Faizabad**

*679. SHRI ANWAR AHMAD: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the circumstances under which Unnao telephone exchange has been transferred from Kanpur to Faizabad;

(b) whether Government propose to bring Unnao exchange again under Kanpur district for the convenience of telephone consumers;

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

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) The re-organisation of the administrative units of telecommunications network was done in order to streamline the management structure. A Telecom District formed for Kanpur revenue district under the charge of General Manager. The networks of Unnao revenue district was placed under a separate Telecom District Engineer with headquarters at Faizabad.

(b) Yes, Sir.

(c) Instruction will be issued within a month.

(d) Question does not arise in view of reply to (b) above.

Chemical Fertilizer Factory in Rajasthan

*683. DR. KIRODI LAL MEENA: Will the Minister of AGRICULTURE be pleased to state:

(a) the place initially approved for setting up the chemical fertilizer factory in Rajasthan while issuing letter of Intent and when this approval was granted;

(b) the reasons for shifting the site of the factory to Gadepan in Kota district; and

(c) the present stage of construction work of this factory?

THE DEPUTY PRIME MINISTER AND MINISTER OF AGRICULTURE (SHRI DEVI LAL): (a) The location initially approved while issuing the Letter of Intent on 16.10.84 for the gas based fertilizer project was Sawai Madhopur in Rajasthan.

(b) The project was shifted to Gadepan due to its adverse impact on Ranthambore Tiger Sanctuary near Sawai Madhopur.

(c) Most of the land required for the project at Gadepan has been acquired and the boundary wall has been constructed. Construction activities relating to railway siding township, laying of pipes for water supply and power transmission lines have been started.

*[English]***Speed Post Service in Maharashtra**

*686. SHRI S.B. THORAT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of centres in Maharashtra with speed post facilities;

(b) whether Government have any plan to start speed post delivery system in certain new centres in Maharashtra during 1990-91; and

(c) if so, the details of the expansion plan?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) There are 3 full-fledged speed-post centres namely, Bombay, Pune and Nagpur in which both items are accepted for booking and received for delivery and 2 speed-post extension counters at Thane and Nasik from where only speed-post items can be booked.

(b) No, Sir.

(c) Does not arise.

[Translation]

Regularisation of Daily Wage Employees in Suratgarh Cattle Breeding Farm

*687. SHRI SHOPAT SINGH MAKKASAR: Will the Minister of AGRICULTURE be pleased to state:

(a) the number of daily wage employees working in the Suratgarh cattle breeding farm;

(b) whether Central Tribunal, Jodhpur has ordered to regularise the services of the daily wage employees working in the farm;

(c) if so, whether these orders have been implemented; and

(d) if not, the reasons therefor?

THE DEPUTY PRIME MINISTER AND MINISTER OF AGRICULTURE (SHRI DEVI LAL): (a) 105.

(b) The Central Administrative Tribunal, Jodhpur has ordered to regularise the services of the eligible casual workers in accordance with existing applicable guidelines and orders of Government.

(c) and (d). In pursuance of the orders of the Central Administrative Tribunal, the Internal Work Study Unit of the Department of Agriculture and Cooperation has carried out a study, and based on the recommendations of the Work Study, the required number of Group 'D' posts have been created and orders since issued to the Director of Central Breeding Farm, Suratgarh to make appointments of the eligible casual workers duly observing the procedural formalities and statutory provisions.

Conditions and Service Rules of Extra Departmental Employees

*688. SHRISANTOSH KUMAR GANGWAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the nature of the duties being performed by extra departmental postal employees;

(b) the conditions of service rules of these employees;

(c) whether there is any proposal to amend these rules; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) The Extra Departmental employees perform postal work in rural areas for a limited period of two to five hours a day and they have other avocations in life.

(b) The Extra Departmental employees

are governed under a separate set of rules called ED Agents (Conduct and Service) Rules, 1964.

(c) Yes, Sir.

(d) The Department is considering to amend Rule 6 of ED Agents (C&S) Rules, 1964. Under Rule 6 the services of Extra Departmental employees can be terminated without issue of any notice if they have not completed three years of service.

[English]

Telephone Connections in Karnataka

*689. SHRI D.K. NAIKAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of applications for new telephone connections pending in Karnataka State; and

(b) the time limit within which the applicants will be given telephone connections?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) About 84100 as on 31st March, 1990.

(b) Most of the existing waiting list will be cleared during 1990-91 and 1991-92 and the rest in 1992-93.

[Translation]

E-D-10 Telephone Exchange System in Ujjain

*690. SHRI SATYNARAYAN JATIYA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether to increase telephone connection capacity and to make telephone

system efficient, Government propose to instal E-B-10 Telephone exchange system in Ujjain in view of world famous "Singhasth" Kumbha Parva to be held in 1992 and heavy demand of telephone connections in Ujjain; and

(b) if so, the time by which it would be completed?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) and (b). At present a 6300 lines automatic telephone exchange with STD facility is working at Ujjain. This exchange was installed 10 years back and is working satisfactorily. This is also being expanded further by 900 lines during 1990-91. For meeting the demands during the "Singhasth" Kumbh Parva in 1992 a separate electronic exchange will be opened and all the requisite telecom facilities will be provided.

[English]

Proposal to Connect Vadinar Port with National Highway System

*691. SHRI SHANKERSINH VAGHELA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have received any proposal from the Government of Gujarat to connect Vadinar port with National Highway System; and

(b) if so, the action taken thereon?

THE MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRISHNAN): (a) Yes, Sir. The State Government of Gujarat made a request in June, 1989 for inclusion of certain additional roads in the National Highway grid, and the proposals included the Rajkot-Jamnagar-Vadinar Road.

(b) National Highway are selected on the basis of certain criteria and guidelines one of them being Roads connecting Major Ports with their hinterland in one or more States. Vadinar is not a Major Port as yet and even the limited infrastructure for the Port is yet to be developed and as such the proposed road could not be considered for inclusion as a National Highway apart from other factors.

[Translation]

Udaipur Bypass

*692. SHRI GULABCHAND KATARIA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) since when the proposal for construction of a bypass on National Highway Number 8 in Udaipur, Rajasthan is under consideration of the Government and the action taken thereon so far;

(b) whether Government have given clearance for its constructions;

(c) if so, when and the amount allocated for this purpose; and

(d) the time by which construction work thereon is likely to be completed?

THE MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRISHNAN): (a) An estimate for land acquisition for Udaipur Bypass on NH 8 was received from the Rajasthan Government in October 1985. The Ministry approved the bypass alignment and the land acquisition estimate in September 1986. Land acquisition is reported to have been completed just recently.

(b) to (d). An estimate for survey, investigations and preparation of the project for Udaipur Bypass was sanctioned by the Ministry for Rs. 5.89 lakhs in December

1989. The construction of the bypass will be considered during the 8th Plan after it is finalised and survey and investigations have been completed. It is too early to indicate the construction schedule of the project.

[English]

Demarcation of Maritime Boundary Between India and Sri Lanka

*693. SHRI BANWARI LAL PUROHIT: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there has been persistent demand to demarcate clearly the maritime boundary between India and Sri Lanka for easier identification; and

(b) if so, the reaction of Government in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI I.K. GUJRAL). (a) The maritime boundary between India and Sri Lanka has already been de-limited by the two Maritime Boundary Agreements of 1974 and 1976. Because of incidents involving inadvertent straying of Indian fishermen into Sri Lanka waters, there have been requests for measures to enable easier identification of the maritime boundary.

(b) Government are considering various proposals in this regard.

Restructuring of Poverty Alleviation Programme

*694. SHRI T. BASHEER: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there is any proposal for further restructuring the poverty alleviation programmes like IRDP, NREP, RLEGP, etc.; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI UPENDRA NATH VERMA): (a) and (b). There is no proposal for further restructuring IRDP, NREP and RLEGP have been restructured with their merger and launching of Jawahar Rozgar Yojana (JRY) in April, 1989. Besides, Government have also decided to make a beginning of employment guarantee programme in the rural areas in selected districts from the current year; the details of this are being worked out.

Post Offices in Rural Areas of Maharashtra

*695. SHRI BALASAHEB VIKHE PATIL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of Sub Post Offices and Branch Post Offices in Maharashtra;

(b) whether demands have been received for setting up of more Post Offices especially in the rural areas of the State; and

(c) if so, the total number of Post Offices, Sub Post offices and Branch Post Offices likely to be opened in Maharashtra during 1990-91?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) As on 1.1.1990 there were 2168 sub post offices and 9516 branch post offices in Maharashtra.

(b) Yes, Sir.

(c) So far, sanctions have been issued for 6 sub post offices and 69 branch post offices to be opened in Maharashtra during 1990-91.

Pending Letters from Members of Parliament for Action

*696. SHRI RAM SAGAR (Saidpur): Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of letters received from the Members of Parliament for final disposal during the last three years which are still pending; and

(b) the details of steps taken to expedite the replies thereto?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) and (b). The details of the information in this regard are being collected and will be laid on the table of the House.

Telephone Connections to M.P.s' Recommendations

*697. SHRI SUBEDAR: Will the Minister of COMMUNICATIONS be pleased to refer to the answer given on 29 March, 1990 to Unstarred Question No. 2620 regarding telephone connections on the recommendations of Members of Parliament and state:

(a) when the telephones released on the recommendations of Members of Parliament in March, 1990 are actually to be installed and made operative; and

(b) the number of letters of Members of Parliament received upto 15th April, 1990 for grant of telephone connection on priority basis still pending and when will action be completed on such letters?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Telephone connections sanctioned on out of turn priority basis including those sanctioned on the

basis of the recommendations of the Members of Parliament in March 1990 will be installed and made operational progressively on becoming technically feasible and completion of formalities by the applicants.

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

Deficiencies in Accounting and Control System in NDDB

7217. SHRIMATI SUBHASHINI ALI:
SHRI K. MANVENDRA SINGH:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether European Commission review had pointed out some weaknesses in the accounting and control system of erstwhile Indian Dairy Corporation (now NDDB);

(b) if so, the details thereof; and

(c) the steps Government propose to take for improving accounting and control system in National Dairy Development Board?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): (a) and (b). The E.E.C. comments related to some aspects of the project accounts of the erstwhile IDC (now NDDB) in regard to their maintenance in a manner that met their occasional needs. These comments did not relate to the overall method of accounting of the erstwhile IDC. The accounts of the erstwhile IDC, however, did meet the needs of its Board of Directors and were certified as being "True and fair" by the Statutory Auditors as well as by the C & AG.

(c) The NDDB has a system of getting

its accounts audited in accordance with the provisions of Section-28 of the NDDB Act, by independent qualified auditors, appointed with due approval of the Government. This ensures appropriate accounting control.

Import of Butter-Oil

7218. SHRI TARIF SINGH: Will the Minister of AGRICULTURE be pleased to state:

(a) the quantum of butter-oil received from UNICEF during the last decade;

(b) whether a decision was taken to sell the said butter-oil in the open market through Mother Dairy; and

(c) if so, the total income earned by the Mother Dairy/Government by the sale of butter-oil annually?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): (a) The National Dairy Development Board/erstwhile Indian Dairy Corporation has not received any butter oil from UNICEF during the last decade.

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

Influx of Bangladeshi Refugees Into India

7219. SHRIDILIP SINGH JUDEO: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have taken up with Bangladesh Government the matter about the influx of Bangladeshis as refugees into India; and

(b) if so, their reaction in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI I.K. GUJRAL): (a) and (b). Yes, Sir. The Government have taken up with Bangladesh Government the influx of refugees, mainly Chakmas and the others into India. During the recent visit of the External Affairs Minister to Bangladesh from 16-18 February, 1990, the matter was discussed and the Bangladesh Government agreed to send a delegation to the Chakma refugee camps in Tripura to persuade the refugees to return to their homes in the Chittagong Hill Tracts.

[Translation]

Losses in National Seeds Corporation

7220. SHRI HUKUMDEO NARAYAN YADAV: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the National Seeds Corporation is running in loss;

(b) if so, the amount of losses suffered by it during the last three years; and

(c) the reasons for the losses?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): (a) Yes, Sir.

(b) The amount of loss suffered by the Corporation during the last three years is given below:

<i>(Rs. in lakhs)</i>	
<i>Year</i>	<i>Net profit (+) Net loss (-)</i>
1	2
1986-87	(-) 440.48

<i>Year</i>	<i>Net profit (+) Net loss (-)</i>
1	2
1987-88	(-) 190.50
1988-89	(-) 289.83

(c) Main reasons for losses, are as under:—

- (i) Increase in input prices and procurement prices paid to the seed growers without corresponding increase in the sale price of seed.
- (ii) Increase in fixed overhead expenses on account of general price rise and payment of D.A. and interim relief to employees of the Corporation.
- (iii) Heavy interest burden.
- (iv) Under utilisation of infrastructural facilities created under National Seeds Project Phase-I and II due to cut-back in production.
- (v) Loss on account of accumulated carry-over stocks.

[English]

Financial Viability of NDDB

7221. SHRIMATI SUBHASHINI ALI: SHRIK. MANVENDRA SINGH:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether NDDB uses the imported dairy commodities as a hidden subsidy for financially unviable Operations;

(b) whether European Commission held that the majority of the operations under the aegis of the NDDB were either in the break-even or in a repeated loss situation and that it was the hidden subsidy provided by imported commodities that allowed them to show profits on paper; and

(c) if so, the steps proposed to be taken by Government in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR):

(a) The imported gift commodities have been primarily used with the objectives of maintaining a steady supply of liquid milk in the Metro cities and for the purpose of generating funds for financing Operation Flood Programme. The issue prices of these commodities have been raised over the years to make them comparable with domestic prices thereby discouraging the dairies from developing dependence on these commodities.

(b) European Economic Community have continued to support Operation Flood Project and the imported gift commodities have been used in line with approved norms and no such adverse inferences have been drawn by them.

(c) Does not arise.

Meetings of Advisory Committees Attached to ICCR

7222. SHRI K. PRADHANI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any meetings of the various Advisory Committees on different regions attached to Indian Council for Cultural Relations have been held during the last two years;

(b) if so, the details thereof; and

(c) if not, the reasons therefor and action taken in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI I.K. GUJRAL): (a) and (b). The ICCR has three Advisory Panels on different regions, namely:

(i) *Advisory Panel on Latin America*

(ii) *Advisory Panel on South and South East Asia*

(iii) *Advisory Panel on Africa*

The following meetings of these panels were held in the last two years i.e., from 1st January, 1988 onwards:

Advisory Panel on Latin America

i) 25.3.1988

ii) 11.10.1988

Advisory Panel on South and South East Asia

i) 3.6.1988

ii) 18.11.1988

Advisory Panel on Africa

i) 25.2.1988

ii) 11.10.1988

(c) Does not arise.

Purchase of Arms by Nepal From China

7223. SHRI JAYAWANTINAVINCHANDRA MEHTA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are aware that Nepal has recently purchased in a big way arms and ammunitions from China as reported in the national dailies of 29 March, 1990; and

(b) if so, the reaction of Government of India thereon?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI I.K. GUJRAL): (a) Government has seen reports to this effect.

(b) The Government of India took up this matter with the previous Government of Nepal. It is the endeavour of the Government of India to seek a comprehensive understanding on all the outstanding issues with Nepal including our security concerns in spirit of friendship and co-operation.

[Translation]

Persons Arrested While Crossing Indian Borders From Pakistan

7224. SHRI R.N. RAKESH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of persons arrested during the last six months while crossing the Indian borders from Pakistan;

(b) the number of extremists and ordinary citizens out of them, separately; and

(c) the details of the weapons recovered from the arrested extremists?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) and (b). 728 persons were intercepted by BSF during the period from October, 1989 to March 1990, while crossing the Indian borders from Pakistan. Of these, 7 persons were suspected to be extremists and 721 persons were other

miscreants.

(c) The following arms/ammunitions have been recovered from the persons suspected to be extremists:

AK-47 Rifle	: 2 Nos.
AK-74 Rifle	: 8 Nos.
Thomson Sub Machine Gun	: 2 Nos.
Pistol	: 7 Nos.
Revolver	: 2 Nos.
Hand-Grenade	: 32 Nos.
Magazine assorted	: 100 Nos.
Amn. assorted	: 4748 Rds.

[English]

Abolition of Visa System Between India and Maldives

7225. SHRI H.C. SRIKANTIAH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a Memorandum of Understanding has been signed by India and Maldives for abolishing of visa system between the two countries; and

(b) if so, the details thereof?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI I.K. GUJRAL): (a) and (b). Under an agreement signed on March 11, 1979, India and Maldives had agreed that citizens of either country may enter the territory of the other without obtaining a visa for a stay of up to 90 days. India had suspended the operation of this arrangement for some time due to various reasons. After the visit of EAM to Maldives in January, 1990, Govern-

ment agreed to restore the provisions of the agreement to enable citizens of Maldives to travel to India without obtaining a visa for a stay of up to 90 days.

CBI Enquiry into Orders of CPC For Supply of Bags

7226. SHRI PRAKASH KOKO BRAHMBHATT: Will the Minister of AGRICULTURE be pleased to state:

(a) whether CBI has been asked by Government to probe into the orders placed by the Central Purchase Committee for supply of bags to some units belonging to four public enterprises companies and two cooperatives;

(b) if so, whether the CBI has conducted its enquiry; and

(c) the action taken against those held responsible?

THE DEPUTY PRIME MINISTER AND MINISTER OF AGRICULTURE (SHRI DEVI LAL): (a) to (c). CBI is conducting verifications into the alleged irregularities/corruption in the purchase of jute and HDPE bags through the Central Purchase Committee. The enquiries in this respect are in progress.

Talks with T.N.V.

7227. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government had any talks with representatives of Tripura National Volunteers (TNV) since November, 1989;

(b) if so, the details thereof; and

(c) the outcome of the last round of talks between Government and the TNV?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) to (c). The Home Minister had talks with the representatives of TNV on 2.3.90. The position was also reviewed with TNV's representative Shri B.K. Hrangkhawl on 3.3.90. The TNV's representatives suggested steps for early restoration of land to tribals, arrangements for checking infiltration to be strengthened and Reserve Forests to be made available for settlement of Jhumia cultivators. A periodical review of the progress in implementation of the TNV Accord was also suggested. The State Government has been advised to pay attention to these items. A decision has also been taken to review the position regarding implementation of the TNV Accord from time to time.

Restoration of Sorting Sections in R.M.S.

7228. SHRI PREM PRADEEP: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether a sub committee of the Parliamentary Consultative Committee of the Ministry of Communications has recommended restoration of sorting sections in R.M.S. to improve Postal Services, particularly in areas which do not fall on trunk routes; and

(b) if so, the details thereof and steps taken or proposed to be taken to implement its recommendations?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) Restoration of sorting sections over some selected routes suggested by the sub committee is under examination.

[Translation]

**Effect of Pepsi Project on Land Area for
Agricultural Production of Common
Use**

7229. SHRI RAMESHWAR PRASAD:
Will the Minister of AGRICULTURE be
pleased to state:

(a) whether setting up of companies like
Pepsi Cola is likely to result in utilization of
more area for production of items of high
commercial value and less area of land for
growing crops of common use; and

(b) if so, the steps taken by Government
to avoid such a situation?

THE MINISTER OF STATE IN THE
DEPARTMENT OF AGRICULTURE AND
COOPERATION IN THE MINISTRY OF
AGRICULTURE (SHRI NITISH KUMAR):
(a) and (b). Farmers' choice of crops to be
cultivated on available lands is determined
by land and other resource endowment and
economic conditions. Government encour-
ages the establishment of food processing
industries to ensure better returns to farmers
and proper utilisation of agricultural pro-
duce, leading to optimum utilisation of land
and other resources.

**Corruption in Exchanges of Calcutta
Telephones**

7230. SHRI M.V. CHANDRASHEKARA
MURTHY: Will the Minister of
COMMUNICATIONS be pleased to state:

(a) whether a large number of subscrib-
ers, telephones in Calcutta are being tam-
pered with by some vested group of employ-
ees in Calcutta Telephones;

(b) whether large number of telephone
accessories and cables have been missing
from the stores and records;

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

(d) the number of cases processed and
completed during the last two years; and

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

THE MINISTER OF STATE OF THE
MINISTRY OF COMMUNICATIONS (SHRI
JANESHWARMISHRA): (a) There are some
complaints about tampering of subscribers'
telephones in Calcutta Telephones. How-
ever, these have been found to be vague
and could not be substantiated.

(b) Some cases of loss of telephones
accessories and cables have come to no-
tice.

(c)		Value
(i)	Telephone instruments— 314 Nos. and other accessories	Rs. 15,79,265/-
(ii)	Sw. Bd Cable and Power cables (59 drums)	Rs. 8,85,000/-
(iii)	Lead sleeves—186 Nos.	Rs. 35,890/-

Investigations are in progress. Reasons will be known after investigations.

(d) Five.

(e) Special efforts are being made to identify the officials responsible for irregularities. Help from Police and CBI is being taken.

Socio Economic Development of Fishermen in Orissa

7231. SHRI NAGARAJ MALLIK: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the programme for socio-economic development of fishermen community in Kasafal area of Balasore district of Orissa, being implemented with assistance from Norway, has been discontinued since 31 March, 1990;

(b) the achievements made under the project;

(c) the action taken/proposed to be taken to continue the scheme;

(d) the number of workers retrenched/proposed to be retrenched as a result of discontinuance of the scheme; and

(e) the steps taken for their rehabilitation?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): (a) to (c). As per the agreement signed between the Governments of India and Norway, the duration of the Orissa Fisheries District Development Programme, undertaken with Norwegian assistance stands terminated on 31.3.90. However, the activities envisaged under the agreement will be completed by the State Government. The achievements of the Project include provision of approach-roads in the project area,

construction of primary schools, health centres, erection of beacon light at fish-landing sites, facility for supply of drinking water, improvement of economic conditions of women in poor house-holds, improvement of ferry-services and training of fisher-folk in fish-handling etc.

(d) and (e). Information is being collected and shall be placed on the Table of the Sabha.

Financial Mis-Management by NDDB

7232. SHRIMATI SUBHASHINI ALI: SHRI K. MANVENDRA SINGH:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether profits earned by NDDB are subject to tax;

(b) whether the funds of the National Dairy Development Board are subjected to the audit or scrutiny by the Comptroller and Auditor General of India;

(c) if not, the reasons therefor;

(d) whether NDDB handles business worth several thousands crores of rupees, if so, whether Government propose to make NDDB's accounts auditable by CAG; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): (a) Section 44 of the National Dairy Development Board (NDDB) Act, 1987 provides that notwithstanding anything contained in the Income-tax Act, 1961 or any other enactment for the time being in force relating to tax on income, profits or gains, the NDDB shall not be liable to pay income-tax or any other

tax in respect of its income, profits or gains derived.

(b) and (c). Section 28 (1) of the NDDB Act, 1987 provides that the accounts of the NDDB shall be audited by auditors duly qualified to act as auditors of companies under the Companies Act, and the appointment of auditors and remuneration payable to them shall be subject to the approval of the Central Government.

(d) and (e). As per the provisions of NDDB Act, 1987, the question does not arise.

Complaints Regarding Telephone Services

7233. SHRIVENKATESH KABDE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government are aware of numerous complaints regarding functioning of Telephone services in different parts of the country;

(b) if so, the steps taken or proposed to be taken to improve working of existing units; and

(c) the results of corrective measures carried out, if any, in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) The details of the steps taken for making telephone services more efficient are given below:—

- i) Replacement of old and worn out equipments by electronic equipments and installation of new electronic digital exchanges in urban and rural

areas;

- ii) Upgradation of external plant;
- iii) Improvement/modernisation of long distance transmission;
- iv) Computerisation of services, such as fault control, directory enquiry etc.

(c) With these measures, a significant improvement has been noticed in the telephone services such as manual trunk calls, STD and local call completion rate, delivery of telegrams and reduction in fault rate.

Purchase of Fibre Optic Cables

7234. SHRI M.M. PALLAM RAJU: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the names of companies, both public and private, from whom Government have been buying fibre optic cables for communications needs;

(b) the names of companies that have been licensed to manufacture fibre optic cables;

(c) the names of companies and the amounts of the orders placed so far by the communications department for fibre optic cables;

(d) whether there have been any complaints so far regarding the performance of the fibre optic cables supplied so far and if so the details thereof; and

(e) the average prices of fibre optic cables being paid by Government?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) to (e). The

information is being collected and will be laid on the Table of the House in due course.

Setting up of Fertilizer Plants in Rajasthan

7235. SHRIMATI VASUNDHARA RAJE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether any proposals to set up fertilizer plants in Rajasthan are pending clearance by Union Government;

(b) if so, the details thereof indicating the capacity, locations suggested estimated cost and employment likely to be generated in those plants; and

(c) when these proposals are likely to be cleared?

THE DEPUTY PRIME MINISTER AND MINISTER OF AGRICULTURE (SHRIDEVI LAL): (a) and (b). No, Sir. No such proposals are pending clearance by Government.

(c) Does not arise.

Calculation of Cost of Land for Computation of Rateable Value of Property in Delhi

7236. SHRISANATKUMAR MANDAL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Property Tax Department of the Municipal Corporation of Delhi is charging different rates of cost of land for purposes of computation of the rateable value of a property in the same colony for the same size of lease-hold plots and which were registered almost at the same time like the Vasant Vihar, Anand Niketan and Shantiniketan colonies;

(b) whether this rate is much less in the

case of property holders who went to the Court than that charged in the case of those who did not challenge in the Court;

(c) if so, the reasons for calculating the cost of land by adopting different yardstick in these areas; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) Uniform land rates have been adopted for a particular year of construction.

(b) to (d). In some cases various Additional District Judges have adopted various values and the matter is before the High Court.

Telephone Lines in Delhi

7237. SHRI SRIKANTHA DATTA NARASIMHA RAJA WADIYAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the total number of telephone lines installed by Mahanagar Telephone Nigam Limited in Delhi by the end of 1989-90;

(b) whether Government have a proposal to instal more telephone lines in Delhi during 1990-91;

(c) if so, the target set by Mahanagar Telephone Nigam Limited for that purpose; and

(d) the steps taken to fulfil the target?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) During the financial year 1989-90 Mahanagar Telephone Nigam has installed 82,000 telephone

exchange lines and retired 13,200 lines of old electro-mechanical exchanges; net addition during the year being 68,800 telephone exchange lines.

(b) Yes, Sir.

(c) and (d). Subject to timely availability of allotted equipment, it is proposed to instal 86,000 telephone exchange lines, out of which 27,000 lines of old exchanges would be retired, net proposed addition during the year 1990-91 being 59,000 lines.

Shifting of Post Offices of Jajpur Sub-Division

7238. SHRI ANADI CHARAN DAS: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether some of the Post Offices of Jajpur Sub-Division in Cuttack North and Cuttack South Divisions: including the Jajpur Head Post Office, Telegraph Office, Kabirpur and Dharamsala Post Offices are functioning in dilapidated buildings;

(b) if so, whether there is any proposal to shift these post offices or to construct new buildings therefor; and

(c) if so, the details thereof along with the time frame?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) None of these Offices is functioning in dilapidated buildings.

(b) and (c). In view of reply to part (a) above, the question does not arise.

Shifting of Chakma Refugees

7239. SHRI K.B.K. DEBBURMAN: Will the Minister of HOME AFFAIRS be pleased

to state:

(a) whether there is any scheme to shift some of the Chakma refugees in Tripura to other States;

(b) if so, the details of the scheme;

(c) whether Tripura Government have recently sent any representation in this regard; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) No, Sir.

(b) Does not arise.

(c) Tripura Government has represented a number of times for early repatriation of Chakma refugees to Bangladesh.

(d) The Government of India have impressed upon the Bangladesh Government on many occasion including the occasion of External Affairs Minister's last visit to Bangladesh to do everything possible to persuade the refugees to return.

Space on Rental Basis Under Communication Ministry of Bombay and Nagpur

7240. SHRI VASANT SATHE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the total office and residential space occupied by various offices under Communication Ministry at Bombay and Nagpur and of this how much is taken on rental basis from the private parties on agreement for fixed period;

(b) the details of the cases partywise,

where the period of lease is over and the owners have sought release of the rented space for their use;

(c) the number of the cases and area released during the last three years and number of cases and area involved which are pending consideration for release;

(d) additional space constructed for official/residential requirement by the Department during the last three years and under construction for the next two years; and

(e) whether release of space to the private parties has been in accordance with the list of priority and measures proposed to keep to the terms of agreement with private parties?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) to (e). Information is being collected and will be laid on the Table of the House.

Fertilizer Consultancy Units

7241. SHRI K. PRADHANI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there is any proposal to establish more Indian fertilizer consultancy units;

(b) if so, whether these units would effect the present units like Project and Development India Ltd., (PDIL) and Fertilizer and Engineering Designs Organisation (FEDO) in any way; and

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

THE DEPUTY PRIME MINISTER AND MINISTER OF AGRICULTURE (SHRI DEVI LAL): (a) No, Sir.

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

Construction of Roads and Bridges in Orissa

7242. SHRI GIRIDHAR GOMANGO: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the progress made in the construction of roads and bridges sanctioned by Union Government under CRF during Seventh Plan; and

(b) the proposal submitted by the Government of Orissa to include the new schemes during Eighth Plan for construction of roads and bridges?

THE MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRIISHNAN): (a) In Orissa only one work for construction of a high level bridge over river Safai on Rourkela-Sambalpur Road was approved during the 7th Plan at a cost of Rs. 140.00 lakhs under the Central Road Fund. As reported by the State Government, work on all the foundations has been taken up. The bridge is likely to be completed in June, 1991.

(b) The Government of Orissa have submitted proposals for sanctioning 46 works under Central Road Fund Programme at an estimated cost of Rs. 45.76 crores for 1989-90 and the 8th Five Year Plan period. The list of the proposals is given in the Statement below. These proposals have not been processed for approval as the actual augmentation of Central Road Fund has not taken place.

STATEMENT

S.No.	Name of Projects	Estimated Cost
1	2	3

(Rs. in lakhs)

- | | | |
|----|---|---------|
| 1. | Construction of H.L. Bridge over river Mahanadi
Near Sonepur on Sambalpur-Sonepur Road S.H. 15. | 1109.38 |
| 2. | Replacement of Old damaged Arch Bridge over river
Aradei at 147 Km. of J.C. Main Road S.H. 11 (147.25
to 148/0) | 88.71 |
| 3. | Replacement of Old damaged bridge over Musal at
58 Km. on J.C. Main Road S.H. 11 | 82.26 |
| 4. | Replacement of Old damaged bridge at Mahana at
51 Km. on J.C. Main Road S.H. 11 | 30.00 |
| 5. | Replacement of Godahad bridge near 26/0 Km. on
Berhampur-Phulbani Road S.H. 7 | 59.91 |

S.No.	Name of Projects	Estimated Cost
1	2	3
6.	Replacement of old damaged bridge over "Aradei" at 136 Km. on J.C. Main Road S.H. 11	64.29
7.	Replacement of old damaged bridge at 74 km of Saragarh-Niligiri-Kapipada-Udala-Baripada- Midnapur Border Raod M.D.R. -5	38.00
8.	Replacement of wooden bridge to R.C.C. bridge over Highlevel Canal at 1.70 km. of Tangi Haripur Road M.D.R.-17	25.30
9.	Replacement of old damaged bridge over Lune near Delang at 13th km. of Patnaikin Delang Road MDR-79.	42.72
10.	Construction of H.L. Bridge over Daya at Triumalathat near village Beguniapada at 23rd km. of Pattanaikia Delang-Khurda Road MDR-79.	120.64

(Rs. in lakhs)

S.No.	Name of Projects	Estimated Cost
1	2	3
		(Rs. in lakhs)
11.	Construction of submersible bridge over river 'Deo' near Jamghat on Thakumunda-Dangadiha-Podadiha-Manitri-Eisinga-Rupa Road M.D.R. 70	17.90
12.	Replacement of Decking of Steel girder of bridge over Laxmijore at 73½ Km. of Bargarh-Bolangir-Saintala Road S.H. 2.	27.95
13.	Construction of Missing Link of Dhenkanal-KamakhyaNagar road M.D.R.	137.75
14.	Construction of missing link road Vansadhara on Gunupur Bisham-Cuttack Road S.H. 4.	183.57
15.	Improvement to Khurda-Nayagarh-Phulbani Border Road S.H. 1. 0/0 to 32/0 Km.	423.26
16.	Improvement to Cuttack Chandabali Road S.H. 9.	200.00

S.No.	Name of Projects	Estimated Cost
1	2	3
17.	Improvement to Rajasthan Narsinghpur Road M.D.R. 18.	150.95
18.	Construction to bypass for Pattamundai Town and providing R.C.C. bridge over Pattamundai canal road S.B.I. on Cuttack-Chandabali road S.H. 9A.	14.69
19.	Construction of H.L. Bridge over river 'Ong' on Bolangir-Agalipur road via Chandan Bhati Bhasuja-C.V.R.	189.97
20.	Improvement to Mitrapur Bainchua road including bridge over "Ghagara" and "Sone" ODR.	169.97
21.	Construction of Girder bridge over river. "Kuanria" at 98 km. over (Dahuk) at 69th	180.30

(Rs. in lakhs)

S.No.	Name of Projects	Estimated Cost
1	2	3
22.	Km. and over "Kusumi" at 49th km. of Khurda Nayagarh-Daspala Phulbani Border road S.H. 1.	488.33
23.	Improvement to Khurda Nayagarh-Phulbani Border road S.H. I.	62.16
24.	Research Development and development of Database.	31.08
25.	Improvement to roads inside island 42 Mouza in Cuttack Distt. and 10 other feeder roads (Rural roads).	31.40
26.	Improvement to Sohela Saipali road in Sambalpur distt. (Rural Road).	32.96

(Rs. in lakhs)

S.No.	Name of Projects	Estimated Cost
1	2	3
(Rs. in lakhs)		
27.	Improvement to Phulkand Kutrabeda Road in the Distt. of Koraput (CVR)	29.00
28.	Improvement to Raikia-Simanbadi road in Phulbani.	25.10
29.	Construction of 3 Nos Bridges on Raikia-Simanbadi road in Phulbani.	40.17
30.	Improvement to Mangapur Darlipali road in Sundargarh.	9.17
31.	Construction of 2 Nos. of S.B. over Kurla Nallah and Pakhiraj Nallah on Mangaspur-Darlipali Road in Sundargarh.	18.54
32.	Improvement to Vejdihi Sarata road in Mayurbhanj.	19.72

S.No.	Name of Projects	Estimated Cost
1	2	3
		(Rs. in lakhs)
33.	Construction of S.B. over river Salandi at 2nd km. on Vejidihi Sarata road in Mayurbhanj.	16.48
34.	Improvement to Tikabali Chakapad Nediguda Badangir road in Phulbani District.	24.68
35.	Construction of bridge over Kutrasingh Nallah at 35 km. and Landikasan Nallah at 40th km. on T.C. N.B. Road in Phulbani District.	25.75
36.	Improvement to Jagannath Prasad Sunamuihi road in Ganjam District.	14.48
37.	Construction of bridge over Sanshi Nallah at 11th km. on Jagannath Prasad Sunamuihi road in Ganjam District.	10.30
38.	Improvement to Dharamgarh Ampani road in Kalahandi District.	28.92

S.No.	Name of Projects	Estimated Cost
1	2	3
39.	Construction of bridge over Dharmagath Ampani road in Kalahandi District.	(Rs. in lakhs) 47.38
40.	Improvement to Demadarpur-Chandua road.	30.65
41.	Improvement to R. Udayagiri-Sambalpur Road in Ganjam district.	54.90
42.	Construction of minor bridge over Mahendratana river at 31/0 km. on R. Udayagiri Sambalpur road in Ganjam District.	7.42
43.	Improvement to Suliapada-Kantisahi road in Mayurbhanj district.	27.54
44.	Improvement to Raruah Chagarbeda Fogu road in Mayurbhanj district.	24.60
45.	Improvement to Blinga to kanika via Hemagiri road in Sundargarh District.	25.00

S.No.	Name of Projects	Estimated Cost
1	2	3
46.	Construction of bridge over Attanguda Kanninga Padar road in Kalahandi District.	92.29
	Grand Total : (Say Rs. 45.76 crores)	11,172.33
(Rupees forty-five crores and seventy-six lakhs only)		

(Rs. in lakhs)

Setting up Exchanges in Palghat

7243. SHRI A. VIJAYARAGHVAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have any plan to set up STD exchanges in Cherpulasery and Vadakanchery in Palghat district of Kerala;

(b) if so, when will they be commenced; and

(c) the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) to (c) Automatic exchanges have been recently commissioned at these two stations, but STD facility is yet to be provided. This is planned to be introduced during the 8th plan period.

Committee on Jharkhand Matters

7244. SHRI A.K. ROY: Will the Minister of HOME AFFAIRS be pleased to to the reply given on 12 April, 1990 to Starred Question No. 442 regarding Committee on Jharkhand Issue and state:

(a) the names of the Members of Expert Committee and the Committee on Jharkhand Matters;

(b) the date when the draft report of the Expert Committee was submitted;

(c) the main points of the draft report; and

(d) when the Committee is likely to deliberate on the Report?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) The names of

the expert Members and other members of the Committee on Jharkhand Matters are given in the statement below.

(b) The Experts submitted the draft on 21.11.89.

(c) and (d). The draft report of the Expert Members of the Committee is being further examined by them. The Committee on Jharkhand Matter is expected to meet next in the second week of May, 1990.

STATEMENT***Members of the Committee on Jharkhand Matters******(a) Representatives of the Jharkhand Movement***

1. Dr. R.D. Munda
2. Dr. A.K. Singh
3. Shri N.E. Horo
4. Shri Sibu Soren
5. Shri B.B. Matho
6. Shri B.P. Kesari
7. Shri S.S. Besra
8. Shri Prabhakar Tirkey
9. Shri Santosh Rana
10. Shri Suraj Mandal
11. Shri Shailendra Mahto
12. Prof. Stephen Marandi

(b) Representatives from the Central Government

1. Shri K.B. Saxena,
Joint Secretary,
Department of Rural Development
2. Shri B.K. Mishra,
Joint Secretary,
Ministry of Welfare
3. Dr. S.C. Jain,
Joint Secretary,
Ministry of Law and Justice
4. Shri B.S. Lalli,
Joint Secretary,
Ministry of Home Affairs.
(Convenor)

(c) Representatives from the State Government

1. Shri J.L. Arya,
Home Secretary, Bihar
2. Secretary,
Tribal Welfare, Bihar
3. Regional Development Commissioner, Ranchi

(d) Experts

1. Dr. K.S. Singh

2. Dr. Bhupinder Singh

3. Shri K.N. Prasad

(e) Other Representatives

1. Prof. Lal Chand Churamani
Nath Sahdeo
2. Prof. Shahid Hasan

The Members of Parliament representing Chotanagpur and Santhal Pargana area are also invited to attend the Committee's meeting as observers.

Roads and Bridge Sanctioned to Maharashtra

7245. SHRI A.R. ANTULAY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the details of roads and bridges sanctioned to Maharashtra under Central Schemes during the last three years; and

(b) the total amount sanctioned therefor?

THE MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRIISHNAN): (a) and (b). Details indicating the number of roads and bridges and the cost thereof approved under the Central Schemes for road development between 1.4.87 and 31.3.90 are as under:—

STATEMENT

S.No.	Name of the Central Scheme	No. of the Works	Estimate Approved Cost (Rs. in Lakhs)
1	2	3	4
A. Road Works			
1.	National highways (Original) Works.	119	3815.47
2.	Inter State Roads of Economic importance.	2	58.97
3.	Central Road Fund.	4	90.25
B. Bridges Works			
1.	National highways (Original) Works	38	1529.60

S.No.	Name of the Central Scheme	No. of the works	Estimate Approved Cost (Rs. in Lakhs)
1	2	3	4
2.	Bridges on Inter-State Roads of Economic Importance.	1	12.30
			5506.59

[*Translation*]

**Shortage of Labour in Janakpuri
Telephone Exchange**

7246. SHRISUKHENDRA SINGH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Mahanagar Telephone Nigam Limited had held a open house session on 16 April, 1990 in Janakpuri;

(b) the number and names of the residents of Janakpuri area who participated in the meeting;

(c) whether any member had raised the question of shortage of labour in Janakpuri Exchange;

(d) the number of telephones shifted in this Exchange in March and April, 1990; and

(e) the decision taken so far by his Ministry to remove the shortage of labour?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) Nineteen residents participated in this Open House Session. A list giving the names of the participants is given in the statement below.

(c) Yes, Sir. It was explained to the Members that there was no shortage of labourers as all the labour engaged in maintenance work were transferred from Vikaspuri to Janakpuri Exchange area along with the transfer of telephone numbers from Vikaspuri to Janakpuri Exchange.

(d) In addition to the transferring of 2310 telephone connections working in Vikaspuri area to Janakpuri Exchange area

on 1.3.1990, 197 telephones were shifted to the Janakpuri Exchange on individual request from subscribers working in different exchanges all over Delhi in March/April, 1990.

(e) Question does not arise in view of (c) above.

STATEMENT

1. Shri Rattan Lal Kasuhik, Sadh Nagar-II, Palam
2. Dr. N.K. Awasthy, C2C/123-126, Pocket 12, Janakpuri.
3. Shri H.C. Yadav, 101, Janak Cinema Complex, Janakpuri, New Delhi.
4. Shri Ashok Bhalla, 206, Janak Cinema Complex, Janakpuri, New Delhi.
5. Shri Sudhir Kumar Tyagi, 306 Hastal, Uttam Nagar, New Delhi-59.
6. Shri Y.P. Chugh, State Bank of Mysore, Janakpuri, Pankha Road, New Delhi.
7. Shri Om Parkash, Janak Cinema, Janakpuri, New Delhi.
8. Shri Manji Singh, Janak Cinema, Janakpuri, New Delhi.
9. Shri P. Bakshi, Janak Cinema, Janakpuri, New Delhi.
10. Shri Randhir Singh, State Bank of India.
11. Shri Gure Gurdas Ram, WZ-210/B A-I, Uttam Nagar, New Delhi.
12. Shri Kailash Chand Gupta, WZ/

258, Lajwanti Garden, New Delhi-46.

[English]

Telephone Connections In Punjab

13. Shri Brahm Prakash, RZ-5, Indra Park.

7247. SHRI KAMAL CHAUDHRY: Will the Minister of COMMUNICATIONS be pleased to state:

14. Shri Jai Parkash, C-5, Mohinder Park.

(a) the number of telephone connections provided during the last three years, year-wise and districtwise in Punjab; and

15. Shri Kewal Bajaj, RZ-6, Indra Park.

16. Shri R.K. Wadhwa, RZ-7, Indra Park.

(b) the steps taken to improve and modernise the telecommunication system in Punjab?

17. Shri Tilak Raj RZ-10 Indra Park.

18. Shri J.L. Jain, RZ-14A/9, Prem Nagar, Uttarm Nagar.

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Telephone connections given during the last three years yearwise and districtwise in Punjab.

19. Shri Jatinder, Pali Eactor, Uttarm Nagar.

STATEMENT

S.No.	Name of District	Telephone connections given in				
		87-88	88-89	89-90		
1	2	3	4	5		
1.	Amritsar	1053	5864	3103		
2.	Bharinda	980	1033	1575		
3.	Faridkot	785	1730249			
4.	Ferozepur	885	—	512		
5.	Gurudaspur	1001	903	967		
6.	Hoshiarpur	343	255	144		
7.	Jalandhar	943	1954	3013		
8.	Kapurthala	97	50	150		

S.No.	Name of District	Telephone connections given in				
		87-88	88-89	89-90		
1	2	3	4	5		
9.	Ludhiana	910	5770	8067		
10.	Patiala	1804	1314	2125		
11.	Ropar	212	631	98		
12.	Sangrur	1052	710	720		

(b) The programme for improvement and modernisation of the telephone system in Punjab includes the following:—

1. Automatisation of all local manual exchanges.
2. Replacement of all life expired, worn out and unserviceable equipment.
3. Induction of electronic equipments.
4. Ducting of underground cable system.
5. Expansion of the network to provide telephone practically on demand in all local exchange systems with capacity upto 5000 lines and to contain the waiting period on an average to one year in local exchange systems with a capacity of more than 5000 lines by the end of 8th plan period.

Necessary programme is drawn up on year to year basis in keeping with the availability of funds and equipment each year.

Production of Exchanges by C-DOT

7248. SHRI HANNAN MOLLAH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) in view of the developing 4000 lines exchanges by C-DOT, the results of the field test;

(b) the time frame for production of the exchange; and

(c) the capacity of production envisaged?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) The results of field testing of 4000 lines C-DOT exchange are generally satisfactory.

(b) The process of technology transfer for production of C-DOT exchange has been initiated.

(c) This will be worked out after process of technology transfer is completed.

[Translation]

S.T.D. Facility in District Sonbhadra in U.P.

7249. SHRI SUBEDAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government are aware that there is no S.T.D. facility in large industrial complexes such as Shaktinagar, Singrauli, Anpara, Overa Dala and Churk located in district Sonbhadra of Uttar Pradesh;

(b) if so, whether Government propose to provide S.T.D. facility there; and

(c) if so, when?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) The S.T.D. facility for Shaktinagar, Anpara, Obra, Churk and Sonbhadra have already been planned.

(c) Sonbhadra, Shaktinagar and Anpara are planned for S.T.D. facility during 1990-91.

Singrauli, Obra and Churk would be

considered for STD facility later in the 8th Plan period.

[English]

Prices of Pesticides and Fungicides

7250. SHRI PALAI K.M. MATHEW: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the prices of pesticides and fungicides have increased exorbitantly, placing heavy burden on the agricultural users; and

(b) if so, the steps Government have taken or propose to control their prices?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): (a) The prices of commonly used insecticides (Technical Grade A) registered price rise ranging from 5% to 15% in 1989 over 1988.

(b) To ensure availability of pesticides at reasonable prices to agricultural users, the Government has placed certain pesticides on 'Open General Licence' for import purposes and reduced import duty on some pesticides and raw materials. Besides, the indigenous production of technical grade pesticides and their formulations is being encouraged.

Electronic Telephone Exchange at Junagarh

7251. SHRI G.K. SHEKHADA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government propose to set up or convert electronic exchange in Junagarh district of Gujarat State; and

(b) if so, the details thereof including the present position in the district?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) There is a proposal to set up an Electronic Exchange at Junagarh.

(b) A 1500 lines C-DOT type of electronic exchange has been allotted for the year 1991-92. The present position of the Crossbar exchange is

i) Capacity	: 7000 lines
ii) Working connections	: 5933
iii) Waiting list	: 3

The Electronic Exchange as at (a) above will be in addition.

Use of Banned Pesticides

7252. PROF. SAVITHRI LAKSHMANAN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether pesticides which are banned in the developed countries are still being used in India;

(b) if so, the details thereof; and

(c) the steps Government propose to take to stop the use of these pesticides in future?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): (a) and (b). Some of the pesticides, which are banned/restricted in some countries are in use in India. The details are given in statement-I below.

(c) The Registration Committee constituted under the Insecticides Act, 1968 has permitted only the safer chemicals to be used in India only after being satisfied itself about their safety and efficacy on the basis of relevant data submitted for its consideration. This Committee reviews, from time to time, the use of chemicals, which are banned or restricted in other countries, on the basis of the published literature/reports and takes suitable corrective measures. The main reasons for the continued use of some of them are non-availability of safer and cheaper substitutes, comparatively more rapid degradation and less persistence of pesticides in the tropical environmental conditions in India and the recommended use pattern. Having regard to these factors, 18 pesticides have been refused registration, 2 have been phased out of use, 8 pesticides subjected to restrictions in use and 3 have been banned as given in statement-II below.

STATEMENT-I

List of Pesticides Banned/Restricted in other countries but are being used in India

1. Aldrin
2. Chlordane
3. Heptachlor
4. Captan
5. 2, 4-D
6. Aldicarb
7. Carbaryl
8. Dicotol
9. Dimethoate
10. Endosulfan

11. Lindane
12. Methyl Parathion
13. Nitrofen
14. Paraquat
15. Nicotine Sulphate
16. P.C.P.
17. Phorate
18. P.M.A.
19. Tetradifon
20. Zinc Phosphide

STATEMENT-II

List of Insecticides Refused Registration, Phased out of use, Restricted and Banned for use

I. REFUSED REGISTRATION:

1. Calcium Arsenate
2. E.P.N.
3. Azinphos Methyl
4. Lead arsenate
5. Mevinphos (Phosdrin)
6. 2, 4, 5-T
7. Carbophenothion
8. Vamidothion
9. Mephosfolan
10. Azinphos ethyl

- | | | |
|------|--|--|
| 11. | Binapacryl | Telephone and Telegraph Facilities in Kherakhal Area of Khirshu Block |
| 12. | Dicrotophos | |
| 13. | Thiodemeton/Diosulfoton | 7253. SHRI C.M. NEGI: Will the Minister of COMMUNICATIONS be pleased to state: |
| 14. | Fentin acetate | |
| 15. | Fentin hydroxide | (a) whether Government are aware that there is no telephone or telegraph facility in Kherakhal area of Khirshu Block, Pauri Garhwal; and |
| 16. | Chinomethonate (Morestan) | |
| 17. | Ammonium Sulphamate | (b) if so, the steps contemplated to connect Kherakhal with telephone and to open a post and telegraph office there? |
| 18. | Leptophos (Phosvel) | |
| II | PHASED OUT OF USE: | THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Yes, Sir. |
| 1. | Endrin | |
| 2. | Ethyl parathion | (b) Telegraph and Telephone facilities will be provided at Kherakhal during 8th Plan. Regarding opening a Post Office information is being collected and will be laid on the Table of the House. |
| III. | LIST OF INSECTICIDES RESTRICTED IN USE: | |
| 1. | Aluminium phosphide | |
| 2. | E.D B | Suicide by Women In Delhi |
| 3. | Dieldrin | 7254. SHRI SAVITHRILAKSHMANAN: Will the Minister of HOME AFFAIRS be pleased to state: |
| 4. | D.D.T. | |
| 5. | B H.C. | (a) the number of women who committed suicide in the last four months in Delhi; |
| 6. | Chlorbenzilate | |
| 7. | Sodium cyanide | (b) the number of such cases converted into murder cases later and the details thereof; and |
| 8. | Captafol | |
| IV. | LIST OF INSECTICIDES BANNED: | (c) the action taken by Government against the person found guilty? |
| 1. | Dibromochloropropane (DBCP) | |
| 2. | Toxaphene | THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) 124 women committed suicide during the period from 1.12.1989 to 31.3.1990. |
| 3. | Pentachloro-nitrobenzene (PCNB) | |

(b) Nil.

(c) Does not arise.

Spying Activities by Ex-Military Personnel

7255. SHRI G.S. BASAVARAJ: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are aware that ex-military personnel are involved in spying operations; and

(b) if so, the details thereof and the steps taken or contemplated to insulate defence establishments from access of ex-military personnel and check espionage activities by them?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) Yes, Sir.

(b) It will not be in public interest to disclose the details of such cases. Necessary security measures are in force for insulation of defence establishments against espionage. Specific measures in this context include physical security of establishments, measures for safeguarding classified information, verification of antecedents of personnel etc.

Backlog in Issue of Passports in Cochin Passport Office

7256. PROF. P.J. KURIEN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there is a large backlog in the issue of passports in Cochin passport office during the last three months;

(b) if so, the details thereof; and

(c) the steps being taken to clear the backlog and also to streamline the system?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI K. GUJRAL): (a) to (c). During January-March, 1990, Passport Office Cochin received 42965 applications for fresh passport. Previous balance as on 31st December, 1989 was 20999. During this period, 43366 fresh passports were issued. Balance pending as on 31st March, 1990 was 19679 i.e. less than at the end of the previous quarter. Out of this, police reports were awaited upto one month in about 2400 cases. 919 cases were closed and returned to applicants as per provisions of the Passport Act, 1967.

The following special steps have already been taken recently to ensure that the issue of passport applications is expedited.

- (i) Passport applications are scrutinised at counters and incomplete applications are returned to applicants on the spot, pointing out the deficiencies. Incomplete applications received by post are returned the same day, pointing out the deficiencies.
- (ii) Despatch of the passport applications to the Police/CID authorities within 24 hours of their receipt.
- (iii) Periodical reminders to the Police/CID authorities and constant liaison with these authorities at various levels.
- (iv) Simplification and rationalization of passport procedures.
- (v) Deployment of additional temporary staff and provision of special incentives to staff for working on Sunday and closed holidays.

- (vi) Despatch of passports to applications within 5 working days of the receipt of police reports/clearance from the concerned authorities.
- (vii) The progress of disposal of passport applications is regularly monitored weekly by the CPV Division of the Ministry of External Affairs, with the help of computers.

Expenditure on Advertising by NDDB

7257. SHRI HARISH RAWAT: Will the Minister of AGRICULTURE be pleased to state:

(a) the amount spent by the National Dairy Development Board on advertisements during the last three years, year-wise;

(b) the details of jobs and amount paid in this connection to various parties to whom jobs were assigned; and

(c) the criteria for selection of the parties?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

[*Translation*]

Chembur Telephone Exchange

7258. SHRIMATI JAYAWANTI NAV-
INCHANDRA MEHTA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of complaints received during the last one year in respect of working of Chembur Telephone Exchange, particularly in respect of the digit starting with "52";

(b) the steps taken to bring about improvements in the working of the Exchange; and

(c) the time by which the said exchange is likely to be converted into electronic exchange?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) to (c). The information is being collected and will be laid on the Table of the House.

[*English*]

Pakistan Interference in Internal Affairs of India

7259. PROF. VIJAY KUMAR MALHOTRA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government are aware of the widespread strong public opinion over the Pakistan's interference in the internal affairs of India by aiding, abetting and inciting covertly and overtly the subversive and terrorists activities in India, particularly in border States; and

(b) if so, the steps Government propose to respond to public opinion to contain Pak interference?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) Yes, Sir.

(b) Besides taking up the matter with the Government of Pakistan on several occasions, various steps have been taken on the Indo-Pak border like intensified patrolling by police and para-military forces in the affected areas, anti-infiltration measures such as border fencing, flood lighting, construction of more observation Posts/Towers for BSF, provision of night vision devices to

detect infiltrators.

Renewal of Fitness Certificate for Tractors and Trailers

7260. SHRI H.C. SRIKANTIAH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether tractors and trailers used for agricultural purposes are required to renew their fitness certificates annually;

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

(c) whether agriculturists using these tractors and trailers for transporting their produce to the market only are also required to renew the fitness certificates annually; and

(d) if so, the details thereof?

THE MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRIISHNAN): (a) to (d). A tractor for itself does not require a fitness certificate. But when it is used in conjunction with a trailer and is used for transporting goods including agricultural produce, it is construed as a transport vehicle and requires a Fitness Certificate as per Section 56 of the Motor Vehicles Act read with clause 62 of the Central Motor Vehicles Rules, 1989. As per clause 62 of the Central Motor Vehicles Rules a transport vehicle is given a Fitness Certificate initially for two years and thereafter is to be renewed

every one year.

[Translation]

Widening, Development and Repaire of National Highways in Madhya Pradesh

7261. DR. LAXMINARAYAN PANDEYA:

SHRIPHOOLCHAND VARMA:
SHRI DILIP SINGH JU DEO:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have formulated any scheme for widening, development and repairs of National Highways in Madhya Pradesh;

(b) if so, the details thereof; and

(c) the total amount allotted therefor during 1990-91?

THE MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRIISHNAN): (a) to (c). An allocation of Rs. 21 crores has been made during the year 1990-91 for the development of National Highways in Madhya Pradesh, including ongoing works. New schemes projected in the Annual Plan 1990-91 for sanction are indicated in the statement given below. As regards maintenance/repairs, a sum of Rs. 9.30 crores has been allocated for 1990-91, which included Rs. 4.69 crores for periodical renewals.

STATEMENT*Details of the schemes projected in Annual Programme of the year 1990-91*

<i>Road Works</i>			
<i>Sl.No.</i>	<i>Name of work</i>	<i>Length (km)</i>	<i>Estimated cost (Rs. in crores)</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
1.	Widening from single lane to two lanes on N.H. 12, 16 and 25	150	15.23
2.	Widening to 4 lanes on N.H. 3 and N.H. 6	51	30.00
3.	Strengthening of two-lane weak pavements on N.H. 6, 7, 12 and 43.	114	18.43

Sl.No.	Name of work	Length (km)	Estimated cost (Rs. in crores)
1	2	3	4
4.	Bypass on N.H. 3, 6, 7 and 12 including land aquisition where necessary.	—	50.00
5.	Culverts, approach to minor bridges and miscellaneous items.	—	11.50
Total (Roads):			125 16

Bridge Works

S.No.	Name of Bridge	Estimated cost in crores
1	2	3

Major Bridges

- | | | |
|----|---|------|
| 6. | Construction of Sheonath Bridge in Km. 318/8 on N.H. 6 | 3.27 |
| 7. | Reconstruction of Bridge in Km. 127/6 including approaches on N.H. 43 | 1.50 |
| 8. | Construction of Assan Bridge on Km. 85/10 on N.H. 3. | 1.00 |
| 9. | Construction of Bridge on Kshipra river on river on N.H. | 5.00 |

Minor Bridges

- | | | |
|-----|---|------|
| 10. | Reconstruction of Bridges in km. 31/3 (South of Indore), 52/2, 62/10A, 65/10. | 1.92 |
|-----|---|------|

S.No.	Name of Bridge	Estimated cost in crores
1	2	3
	128/4, 138/4, 392/2, 464/6, and km. 38/8 on N.H. 3.	
11.	Reconstruction of Bridge in Km. 142/2 on N.H. 6.	0.25 crores
12.	Reconstruction of Bridges in Km. 196/8, 181/8, 211/4, 333/2, 334/6, 384/8, 391/2, 397/8, 418/10, and Km. 481/8 on NH-7.	1.81 crores
R.O. Bs.		
13.	Construction of R.O.Bs. (two in No.) on N.H. 6 and N.H. 7.	2.00 crores
Distressed Bridges (Reconstruction)		
14.	Major Bridge at Km. 119/4 on NH-3	0.75 crores

S.No.	Name of Bridge	Estimated cost in crores
1	2	3
15.	Major Bridge at Km 162/10 on NH-6	0.70 crores
16.	Major Bridge at Km. 109/10 on NH-43	1.00 crores
17.	Minor Bridges at Km 92/10, 122/10, and km. 163/4 on NH-3	1.45 crores
18	Minor Bridges at Km 174/4, 174/10 and Km. 235/2 on NH-6	0.80 crores
19	minor Bridges at Km 398/4 on NH-12	0.25 crores
20	Minor Bridge at Km 72/6 on NH-25	0.45 crores
Total (Bridges)		22.15 crores

[English]

Assessment of IRDP and JRY

7262. SHRIJANARDHANA POOJARY:
Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government have undertaken an assessment of Integrated Rural Development Programme and Jawahar Rozgar Yojana recently; and

(b) if so, the outcome thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI UPENDRA NATH VERMA):

(a) No assessment of Jawahar Rozgar Yojana (JRY), started in 1989-90, has been made so far. As regards Integrated Rural Development Programme (IRDP), periodic assessment through Concurrent Evaluation studies have been carried out since October, 1985. The latest survey was undertaken during the 12 month period (January-December, 1989) with the help of 27 independent research institution all over the country. The findings of the survey have been recently brought out for the six months period (January-June, 1989).

(b) The major findings of the survey are given in the Statement below

STATEMENT

1. About 28% of the beneficiaries belonged to Scheduled Caste, 17% to Scheduled Tribe, and 19% were Women. The coverage of SC/ST was significantly higher than the stipulated target of 30% of the national level. The beneficiaries also includes 6% families of Ex-bonded labourers, 0.5% of Handicapped and 1% of Assignees of surplus land.

2. Primary and Tertiary Sectors were areas of main thrust covering 42% and 46% families respectively. In Primary Sector, Dairy Units (19% coverage) were more popular, as compared to other schemes. In Tertiary and Secondary Sectors, the reliance was on Shops (18% coverage) and Village industries (7% coverage) respectively.

3. According to the pre-assistance annual income of assisted families, as per official records 34% families belonged to destitute group (Rs. 1-2265) and 53% families to very very poor group (Rs. 2266-3500). Thus 87% of the assisted families belonged to the destitute and very very poor groups, as per the official records. However, according to the assessment of pre-assistance income of the assisted families, made by the Investigations, 10% families belonged to the destitute group (Rs. 1-2265), 37% families to the very very poor group (Rs. 2266-3500), 34% families to the very poor group (Rs. 3501-4800) and 12% to the poor group (Rs. 4801-6400). Also 7% families had annual income more than Rs. 6400. Thus according to the assessed pre-assistance annual income of the assisted families, only 47% of the assisted families belonged to the destitute and very very poor groups. Even this coverage of families of the destitute and very very poor groups under the programme is creditable, if compared with the proportion of 29% of the families of destitute and very very poor in the target group.

4. About 37% beneficiaries had no overdues and 30% beneficiaries had overdues less than Rs. 1000. Thus about 67% beneficiaries had overdues upto Rs. 1000. This compares

well with the findings of NABARD (1985) according to which recovery is estimated at 69%.

5. At the national level, 95% beneficiaries had not borrowed any money from Private sources after acquisition of the asset.
6. The assets were found intact in 73% cases at the national level. However they were not intact (either sold, perished or defective etc.) in the remaining 27% cases. Of these, in 3% cases these were not intact due to unexpected events (illness, death etc.), 6% cases due to inadequate income generation, 1% cases because in high maintenance cost, 2% cases because of high input prices, 2% cases because of household consumption requirement, 2% cases due to their defective condition and in 11% cases for other reasons.
7. The total annual family income of the beneficiaries (from the asset and other sources) had increased by more than 50% of their initial annual income (as per official record) in 70% cases. Such increase in annual income was even more than 100% of their initial income in 46% cases. However, the increase in the total annual income of the beneficiaries was more than 50% of their initial income of the beneficiaries was more than 50% of their initial annual income (as assessed by the investigator), in 39% cases. Such increase was even more than 100% of the initial assessed annual income in 18% cases.
8. Among the old beneficiaries, those who has taken up Poultry Units had crossed the poverty line of Rs. 3500 in 95% cases. Irrigation schemes

in 90% cases, Handicraft and shops in 86 to 87% cases. The Irrigation scheme and shops had also helped the beneficiaries in crossing poverty line of Rs. 6400 in 41 to 42% cases, Handloom and Tailoring and Knitting in 33% to 34% cases and village industry in 28% cases.

9. In 82% cases, there was no difference in the cost of the as asset as per official record and its value in the opinion of the beneficiary. However in the remaining 18% cases, some differences were observed. Of these, in 9% cases there were significant difference of more than Rs. 500. This indicates some malpractices and leakages in the implementation, which needs to be probed in by the authorities.
10. Working capital was not provided to beneficiaries in 22% cases out of such 65% cases, where working capital was required.
11. The banks had kept the repayment period of less than 3 years in 9% cases and just 3 years in 29% cases.
12. After-care and Government support was not made available to the beneficiaries in 53% cases out of 75% cases requiring such support.
13. Adequate infrastructure facility was not available to the beneficiaries in most of the cases. The input facility was available in 43% cases in Primary Sector, 57% cases in Secondary Sector and 52% cases in Tertiary Sector. The marketing facility was available in 46% cases in Primary Sector, 52% cases in Secondary Sector and 53% cases in Tertiary Sector. The repair facility was available in 43% cases in Primary Sector,

49% cases in Secondary Sector and 47% cases in Tertiary Sector.

14. In 85% cases, the TRYSEM beneficiaries were provided IRDP assistance for activities other the activities for which they were trained under TRYSEM.

[*Translation*]

Widening and Strengthening of National Highways in Rajasthan

7263. SHRI NATHU SINGH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have formulated any scheme for widening and strengthening of National Highways in Rajasthan;

(b) if so, the details thereof; and

(c) the total amount allotted therefor during 1990-91?

THE MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRISHNAN): (a) Yes, Sir.

(b) The Annual Plan of 1990-91 for Rajasthan provides for sanctioning of estimates for strengthening of 462 kilometres of National Highways at an estimated cost of Rs. 61890 lakhs. In addition, it is proposed to sanction estimates for four-laning of NH 8 in a length of 69.0 kms at an estimated cost of Rs. 5600 lakhs.

(c) An allocation of Rs. 21 crores has been made in 1990-91 for development projects on National Highways in Rajasthan including the ongoing works.

[*English*]

B.S.F. Proposal to Floodlight

7264. SHRIMATI BASAVA RAJESWARI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have cleared a BSF proposal to floodlight an additional length of 65 kilometre in segments along the Punjab stretch of the international border;

(b) if so, the details thereof;

(c) whether Government propose to fence the entire Indo-Pak border in Punjab and Jammu and Kashmir; and

(d) if so, the estimated amount of total expenditure involved in both works separately?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) to (d). The Government have approved a proposal for floodlighting of 65.459 Kms in selected stretches along the International Border in Punjab at an estimated cost of Rs. 719.40 lakhs.

There is no proposal to fence the entire Indo-Pak border in Punjab and Jammu & Kashmir.

[*Translation*]

Post Office Facility in G.I.D.C. in Dholka Tehsil of Ahmedabad

7265. SHRI RATILAL KALIDAS VERMA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Post Office facility is available in Gujarat Industrial Development

Corporation (G.I.D.C.) in Dholka Tehsil of district Ahmedabad;

(b) if not, the time by which it will be provided; and

(c) the interim arrangements made for distribution of dak?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) There is no post office in GIDC in Dholka Tehsil.

(b) At present there is no proposal for a post office there.

(c) Postal delivery is at present made from Dholka Head Post Office.

Arrest of Terrorists Escaped from Srinagar Jail

7266. SHRIRAJVEER SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the steps taken by Government to increase security measures in central jail, Srinagar from where twelve detainees escaped recently;

(b) the number of such escaped terrorists arrested so far; and

(c) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) to (c). Details are being collected from the State Government and will be placed on the Table of the House.

Post Offices and Telegraph Offices in Uttar Pradesh

7267. SHRI SARJU PRASAD SAROJ: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the district-wise details of Post Offices and Telegraph Offices functioning in Uttar Pradesh;

(b) whether people have to cover a distance of 10 miles or even more to go to telegraph office, particularly in Mohanlal Ganj and Pratapgarh Parliamentary Constituencies;

(c) whether Government propose to open more Post Offices and Telegraph Offices there in the next financial year and if so, the location thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) The information is given in the Statements-I and II below.

(b) There are certain places in these constituencies where people have to cover a distance of 10 miles or even more to reach a telegraph office.

(c) 77 new post offices have been sanctioned for Uttar Pradesh and these offices are expected to be opened within the next 3 or 4 months. The locations of these offices are given in statement-III below.

Names of Telegraph Offices proposed to be opened are given in the statement-IV below

(d) Does not arise.

STATEMENT-I*District-wise details of Post Offices in Uttar Pradesh*

<i>Sl. No.</i>	<i>Name of District</i>	<i>No. of Post Office of all categories upto 31.3.88</i>
<i>1</i>	<i>2</i>	<i>3</i>
1.	Allahabad	365
2.	Ghazipur	332
3.	Jaunpur	389
4.	Mirzapur	166
5.	Son Bhadra	151
6.	Pratapgarh	317
7.	Varanasi	486
8.	Agra	329
9.	Ferozabad	59
10.	Aligarh	463
11.	Bulandshahr	357
12.	Etach	287
13.	Etawah	316
14.	Jhansi	200
15.	Lalitpur	150
16.	Jalaun	232
17.	Mainpuri	245
18.	Mathura	235
19.	Bareilly	250
20.	Almora	431

<i>Sl. No.</i>	<i>Name of District</i>	<i>No. of Post Office of all categories upto 31.3.88</i>
<i>1</i>	<i>2</i>	<i>3</i>
21.	Budaun	303
22.	Hardoi	303
23.	Kheri	349
24.	Moradabad	327
25.	Rampur	121
26.	Nainital	270
27.	Pilibhit	137
28.	Pithoragarh	383
29.	Shahjahanpur	279
30.	GTorakhpur	348
31.	Maharajganj	191
32.	Azamgarh	354
33.	Mau	196
34.	Bahraich	348
35.	Basti	376
36.	Sidharthnagar	217
37.	Deoria	462
38.	Gonda	442
39.	Balla	336
40.	Bijnor	264
	Chamoli	320
42.	Dehradun	240

<i>Sl. No.</i>	<i>Name of District</i>	<i>No. of Post Office of all categories upto 31.3.88</i>
<i>1</i>	<i>2</i>	<i>3</i>
43.	Ghaziabad	238
44.	Meerut	380
45.	Pauri	229
46.	Muzaffarnagar	297
47.	Saharanpur	285
48.	Hardwar	211
49.	Tehri	357
50.	Lucknow	230
51.	Barabanki	306
52.	Raebareli	394
53.	Sitapur	379
54.	Sultanpur	485
55.	Faizabad	608
56.	Banda	488
57.	Fatehpur	232
58.	Fatehgarh	282
59.	KP City (Kanpur)	87
60.	Kanpur Dehat	397
61.	Unnao	297

STATEMENT-II

Statement showing the districtwise details of Telegraph Offices Functioning in Uttar Pradesh

<i>Sl. No.</i>	<i>Name of the District</i>	<i>No. of Telegraph Offices</i>
<i>1</i>	<i>2</i>	<i>3</i>
1.	Allahabad	117
2.	Partapgarh	67
3.	Mirzapur	54
4	Sultanpur	76
5.	Fatehpur	83
6.	Banda	75
7.	Varanasi	125
8.	Ghazipur	122
9.	Ballia	129
10.	Azamgarh	123
11.	Gorakhpur	95
12.	Deoria	206
13.	Gorakhpur	186
14.	Basti	128
15.	Gonda	148
16	Bahraich	81
17.	Mau	1
18.	Lucknow	96
19.	Faizabad	142
20.	Sitapur	86

<i>Sl. No.</i>	<i>Name of the District</i>	<i>No. of Telegraph Offices</i>
1	2	3
21.	Lakhimpur	166
22.	Hardoi	171
23.	Barabanki	88
24.	Rae-Bareilly	128
25.	Kanpur	147
26.	Unnao	104
27.	Hamirpur	65
28.	Orai	57
29.	Lalitpur	42
30.	Jhansi	67
31.	Etawah	148
32.	Farrukhabad	113
33.	Agra	119
34.	Mathura	109
35.	Aligarh	103
36.	Mainpuri	108
37.	Etah	112
38.	Bareilly	80
39.	Shahjahanpur	95
40.	Pilibhit	73
41.	Budaun	112
42.	Pithorgarh	77

<i>Sl. No.</i>	<i>Name of the District</i>	<i>No. of Telegraph Offices</i>
<i>1</i>	<i>2</i>	<i>3</i>
43.	Nainital	131
44.	Moradabad	102
45.	Rampur	56
46.	Almora	118
47.	Bijnore	78
48.	Meerut	102
49.	Ghaziabad	82
50.	Bulandshahr	112
51.	Saharanpur	126
52.	Dehradun	74
53.	Muzaffarnagar	126
54.	Tehri	74
55.	Pauri	84
56.	Chamoli	69
57.	Uttarkashi	15

STATEMENT—III*Post Office Sanctioned in Uttar Pradesh**Lucknow Region**Extra Departmental Branch Post Offices*

<i>Sl. No.</i>	<i>Name of the proposed Post Office</i>	<i>District</i>
<i>1</i>	<i>2</i>	<i>3</i>
1.	Chak Kanhu	Shahjahanpur

<i>Sl. No.</i>	<i>Name of the proposed Post Office</i>	<i>District</i>
1	2	3
2.	Gora Dhananga	Shahjahanpur
3.	Veerpur	Lucknow
4.	Jarauli	Barabanki
5	Basantpur	—do—
6.	Arjunpur	Faizabad
7	Baragaon	Lucknow
8	Allipur	Kheri
9.	Udaipur Mahawa	—do—
10.	Mudiakhara	—do—
11	Dhyampur	—do—

Departmental Sub Post Offices

1.	Gomtinagar	Lucknow
2.	LDA Colony Kanpur Road	—do—
3.	Manas Nagar	Lucknow
4.	Bakshi Ka Talab	—do—
5	Sarojini Nagar Industrial Area NDTSO	—do—
6	Misrikk Tirth NDTSO	Sitapur

*Dehradun Region**Extra Departmental Branch post office*

1.	Sadaranpur	Bijnor
2.	Madpur Sultan	—do—
3.	Ratnya	Chamoli

<i>Sl. No.</i>	<i>Name of the proposed Post Office</i>	<i>District</i>
<i>1</i>	<i>2</i>	<i>3</i>
4.	Pali	Ghaziabad
5.	Ramnagar Jagatpur	Phillibhit
6.	Utinda	Pauri
7.	Ruhalki	Saharanpur
8.	Kindki	—do—
9.	Puswara	Muradabad
10.	Sidhlau Nazarpur	—do—
11.	Budkata	Muzaffarnagar
12.	Kailanpur	—do—
13.	Kulaon	Almora
14.	Dunar	—do—
15.	Dewalhari	Saharanpur

*Allahabad Region**Extra Departmental Branch Post Offices*

1.	Lohra	Azamgarh
2.	Dwarikapur	Varanasi
3.	Hathawari	Sonbhadra
4.	Ghari	—do—
5.	Hardutpur	Ballia
6.	Dharikala	Ghazipur
7.	Baswahi	Pratapgarh
8.	Amahamafi	Mirzapur

<i>Sl. No.</i>	<i>Name of the proposed Post Office</i>	<i>District</i>
<i>1</i>	<i>2</i>	<i>3</i>
9.	Majaidar	Sonbhadra
10.	Nandauli Karauni	Mirzapur
11.	Gularika Majri Dhoota	Rae Bareilly
12.	Barai Harakh	Allahabad
<i>Departmental Sub Office</i>		
1.	PAC Naini	Allahabad

*Kanpur Region**Names of Extra departmental branch post offices*

1	Rukary	Farukhabad
2.	Patti	—do—
3	Anai	Kanpur (Dehat)
4	Shikosi	Hamirpur
5	Parasana	Etawah
6.	Kisala	Bulandshahr
7	Tapani	Fatehpur
8.	Atas Bangor	Mathura
9.	Naya Khera	Jhansi
10	Dehair	Kanpur (Dehat)
11	Daduwa Mustafabad	Bulandshahr
12.	Manjampur	Kanpur (Dehat)
13.	Rathigaon	Kanpur (Dehat)
14.	Naila	Kanpur (Dehat)

<i>Sl. No.</i>	<i>Name of the proposed Post Office</i>	<i>District</i>
<i>1</i>	<i>2</i>	<i>3</i>
15.	Basila	Banda

*Gorakhpur Region**Names of extra departmental branch post offices*

1.	Manlaria	Gonda
2.	Chandradeepghat	Gonda
3.	Subhagpur	Gonda
4.	Marhgawa	Gonda
5.	Ranapur	Gonda
6.	Tighara	Basti
7.	Pakhuapur	Basti
8.	Popaya	Basti
9.	Umari Kalan	Basti
10.	Ekma	Basti
11.	Dhamaicha	Basti
12.	Maharajganj Girumt	Basti
13.	Bhainsa Khunt	Basti
14.	Pakari Araji	Basti
15.	Bothania	Bahraich
16.	Dikauli	—do—
17.	Janki Nagar	—do—

STATEMENT-IV

Statement showing the details of Telegraph Offices proposed be opened in Mohanlalganj and Partapgarh Parliamentary Constituencies during next financial year

Mohanlalganj Parliamentary Constituency

1. Mandawan
2. Indedara
3. Salempur
4. Purwaha
5. Banwankala
6. Barha Saroli
7. Salimpur Pataura
8. Amausi
9. Sarsawah
10. Mati
11. Banthara Sikandarpur
12. Baurmau (Mohanlalganj)

District Unnao (Tehsil Purwa and Hassan-ganj)

1. Bachera
2. Mirzapur Sukhani
3. Rujhai
4. Saidupur
5. Alpira
6. Dukhurdi

7. Narasa
8. Devagoha
9. Bachiyoan

Partapganj Parliamentary Constituency

1. Mangapur
 2. Dedri
 3. Deompurab
 4. Kalyanpur PO
 5. Ramnagar Bhojpur
 6. Jaaiparpur
 7. Kalbalpur
 8. Sarai Bhupat
 9. Sarai Deo
 10. Gonda
 11. Bhundaha
 12. Nandiha
 13. Alipur
 14. Rampur
 15. Kakriha
 16. Korrohi
 17. Mandiruperhar
 18. Sugauli
 19. Deolpathi
 20. Panchmahuwa
 21. Belhangopalpur
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[English]

Landless Persons Engaged In Agricultural Activities

7268. SHRI RADHA MOHAN SINGH: Will the Minister of AGRICULTURE be pleased to state:

(a) the number of landless person engaged in agricultural activities;

(b) the number of agriculturists having upto one hectare of land in India; and

(c) the measures proposed to be taken to ameliorate the lot of these two categories of people?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR):

(a) According to the Survey on 'Consumer Expenditure and employment & Unemployment' conducted by the National Sample Survey in their 38th Round (Jan-Dec.1983) it is estimated that there were 29.76 lakh households in the rural areas possessing less than 0.01 acre of land (with or without owned home-stead) among 'households self-employed in agriculture' and 'agricultural labour households.'

(b) According to the provisional results of Agricultural Census, 1985-86, the number of operational holders having below 1 ha. of land was 567.5 lakh in India.

(c) Programmes to ameliorate the lot of rural families, whose annual income from all sources is less than 4800 are already being implemented under the Integrated Rural Development Programme (IRDP). Out of 29.09 lakh families who were to be assisted during 1989-90, upto the end of February, 1990, 29 lakh families have been assisted. During this period Rs. 58425.44 lakhs have

been utilised and term credit of the order of Rs. 95916.84 lakhs have been

S.T.D. Facility In Chickmagalur District In Karnataka

7269. SHRI D.M. PUTTEE GOWDA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the plans of Government to provide STD facility in Chickmagalur District in Karnataka State;

(b) whether government has any proposals in Eighth Plan to bring more Exchanges under STD; and

(c) if so, details and the number of lines fixed as ceiling for taking up STD in Chickmagalur District?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) and (b). Sringeri, Tarikere, Kadur, Koppa, Mudigera, N.R. Pura and Kemmanagundi, are planned to be progressively provided with STD facility during the 8th plan period.

(c) It is proposed to adopt the following priorities for providing STD facility during the 8th plan period:

(i) Sub-divisional headquarters equivalent Tehsil/Block Development headquarters.

(ii) Telephone Exchanges of capacity 500 lines and above as on 1.4.90.

(iii) Tourist centres, Industrial growth centres and Pilgrim centres.

(iv) Other exchanges subject to feasibility.

New Fertilizer Plant in Tamil Nadu

7270. SHRI R. JEEVARATHINAM: Will the Minister of AGRICULTURE be pleased to state:

(a) the number of fertilizer plants in Tamil Nadu in private and public sectors;

(b) whether there is any proposal to establish new fertilise plants in Tamil Nadu during the current financial year; and

(c) if so, the details thereof?

THE DEPUTY PRIME MINISTER AND MINISTER OF AGRICULTURE (SHRI DEVI LAL): (a) There are two fertilizer plants in the public sector and eight fertilizer plants in the private sector in Tamil Nadu.

(b) There is no proposal to set up a new fertilizer plant in Tamil Nadu in the current financial year.

(c) Does not arise.

Inquiry Into the Functioning of C-Dot Project

7271. SHRI N.J. RATHVA:
SHRIMATI BASAVA RAJESWARI:
SHRI JANARDHANA POOJARY:
SHRI R. GUNDU RAO:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have taken a decision to conduct an enquiry into certain financial irregularities and mismanagement in the functioning of the C-Dot Project;

(b) if so, whether Government have examined an expert panel's report in this regard;

(c) if so, the steps taken to check the financial irregularities; and

(d) the action being proposed against those held responsible in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) to (d). Report of the expert committee for assessment and evaluation of C-Dot is under examination. Findings of the Committee and decision of the government thereon will be presented to the parliament as soon the decision is taken

Seizure on Heroin in Delhi

7272. SHRI MANIKRAO HODLYA
GAVIT:
SHRI R.N. RAKESH:
SHRI NANDU THAPA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether heroin worth several crores of rupees was seized from two Afghan nationals in Delhi as reported in "The Indian Express" dated 8 April, 1990;

(b) if so, whether any inquiry has since been conducted in this regard;

(c) if so, the findings thereof; and

(d) the action taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) Yes, Sir.

(b) to (d). A case FIR No. 85.90 dated 6.4.90 U/s 21/29-61-85 NDPS Act was registered at Police Station Defence Colony. The accused were arrested and sent to judicial custody.

[Translation]

Consumption of Fertilizers

7274. SHRI HARSH VARDHAN:
SHRIRAMESHWARPRASAD:

Will the Minister of AGRICULTURE be pleased to state:

(a) the State-wise consumption of major fertilizers per hectare during the last three years;

(b) the reasons for less consumption of fertilizers in Uttar Pradesh; and

(c) the measures being taken by Government in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR):

(a) The State-wise per hectare, consumption of fertilisers (N+P+K) during the last 3 years is given in the statement below.

(b) and (c). Uttar Pradesh ranks 5th among 22 States in the country in terms of per hectare fertiliser consumption. The 4 States having higher fertiliser consumption than Uttar Pradesh are Andhra Pradesh, Tamil Nadu, Haryana and Punjab. The fertiliser consumption than Uttar Pradesh are Andhra Pradesh, Tamil Nadu, Haryana and Punjab. The fertiliser consumption in Uttar Pradesh is higher than the National average during the last 3 years. However, the State Government is taking the necessary measures for fertiliser promotion to further increase the consumption of fertilisers.

STATEMENT

Per hectare consumption of Fertilisers (N+P+K)

(kgs./hectare)

Sl.No.	State	1986-87	1987-88 (Estt.)	@1988-89 (Estt.)
1	2	3	4	5
1.	Andhra Pradesh	77.1	82.1	115.9
2.	Karnataka	47.9	47.2	67.7
3.	Kerala	52.7	63.6	74.5
4.	Tamil Nadu	103.6	104.3	118.1
5.	Gujarat	36.7	40.3	58.7
6.	Madhya Pradesh	22.2	22.9	30.8
7.	Maharashtra	33.1	37.3	45.0

(kgs./hectare)				
Sl.No.	State	1986-87	1987-88 (Estt.)	@1988-89 (Estt.)
1	2	3	4	5
8.	Rajasthan	14.0	12.2	17.3
9.	Haryana	73.3	69.6	89.9
10.	Punjab	154.6	154.0	154.8
11.	Uttar Pradesh	66.6	63.4	84.8
12.	Himachal Pradesh	26.6	25.7	30.8
13.	Jammu & Kashmir	29.6	38.0	52.2
14.	Assam	4.6	6.5	7.0
15.	Bihar	50.6	46.6	58.3
16.	Orissa	16.4	16.4	16.4

(kgs./hectare)

Sl.No.	State	1986-87	1987-88 (Estt.)	@1988-89 (Estt.)
1	2	3	4	5
17.	West Bengal	60.8	68.4	77.4
18.	Manipur	30.0	33.5	73.8
19.	Meghalaya	16.9	15.8	15.0
20.	Nagaland	1.8	0.9	1.6
21.	Tripura	16.3	20.8	21.9
22.	Sikkim	10.1	12.6	13.4
	All India	48.9	49.7	62.4

@ Worked out on the basis of Area figure for the year 1986-87 and subject to the confirmation of figures for 1988-89 being provisional.

[English]

Ban on Communal Organisations

7275. SHRI M. RAMANNA RAI: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government propose to ban the communal organisations and parties in the country;

(b) if so, the details thereof; and

(c) if not, the reasons therefor and strategy of Government to curb the ever-increasing communalism in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) to (c). So far no definition in regard to communal organisations has been evolved. The right to form an association for any lawful purpose is protected by the Constitution. Unless the activities of an association or organisation are contrary to or transgress public order or morality, restrictions cannot be imposed on any organisation. The State Governments have taken recourse from time to time to banning such organisations as have posed a threat to 'Public Order' and 'Communal Harmony' under the Criminal Law Amendment Act, 1908, as amended from time to time and under Section 3(1) of the Unlawful activities (Prevention) Act, 1967.

SCI Services with other Countries

7276. SHRI K.S. RAO: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the countries with which the Shipping Corporation of India is having its regular and ad hoc shipping services at present;

(b) whether Government have recently

asked the Shipping Corporation of India to start regular liner services to some other countries from India; and

(c) if so, the details thereof?

MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRAISHNAN): (a) Details of countries with which Shipping Corporation of India has regular *ad hoc* liner shipping services at present are given in the Statement below

(b) No, Sir. However, the Government is interested in encouraging the private owned shipping companies or entrepreneurs to operate passenger-cum-cargo vessels on Coastal Routes, if concrete proposals emerge.

(c) Does not arise.

STATEMENT

Details of Countries with which Shipping Corporation of India has regular and ad hoc liner shipping service at present.

Adjacent Countries:

Bangladesh, Iraq, Jordan and Sri Lanka.

Africa/Indian Ocean Region:

Arab Republic of Egypt, Kenya, Mozambique, Malawi (land locked Country-nearest port Beira), Mauritius, Madagascar, Re-Union Island, Seychelles, Tanzania, Uganda (land locked country-nearest port Mombasa), Zaire (land locked Country-nearest port Dar-Es Salaam Or Beira) and Zambia (land locked Country-nearest port Dar-Es Salaam).

Eastern Europe:

Bulgaria, Czechoslovakia (land locked Country served through Gdansk in Poland), German Democratic Republic, Hungary (land

locked Country served through Hamburg), Poland, Romania, USSR, and Yugoslavia.

Western Europe:

Austria (land locked Country served through Hamburg), Belgium Denmark, Federal Republic of Germany, France, Greece, Italy, Malta, Netherlands, Norway, Portugal, Spain, Sweden, Turkey and United Kingdom.

Far-East/Japan:

Hongkong, Indonesia, Japan, Malaysia, Singapore, South Korea, Taiwan and Vietnam.

Australia:

Australia

North America:

U.S.A., Canada

Central and South America:

Argentina, Brazil and Mexico (Ad-hoc Shipping Services)

Repair of ONGC Oil Rigs at Cochin Shipyard

7277. PROF. K.V. THOMAS: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) Whether oil rigs of Oil and Natural Gas Commission are proposed to be repaired at Cochin Shipyard;

(b) if so, the number thereof alongwith charges proposed to be levied for the repairs to such oil rigs; and

(c) the total earnings of the Shipyard from repair works during the last three years?

MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRAISHNAN): (a) Yes, Sir.

(b) Three rigs are proposed to be repaired at CSL during 1990-91. CSL's standard ship repair tariff will be applied.

(c) the total earnings of CSL from Ship repair works during the last three years, inclusive ONGC works, are:

1987-88	—	Rs. 9.97 crores
1988-89	—	Rs. 16.51 crores
1989-90	—	Rs. 22.90 crore

Telegraphic facilities to Industrial Area of Tuli (Nagaland)

7278. SHRI SHIKIHO SEMA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Industrial area of Tuli (Nagaland) is not yet provided with Telegraphic facilities at the Mill side; and

(b) if so, the time by which Government propose to provide this essential facility?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) It has not yet been possible to provide telegraphic facilities at Tuli (Nagaland) for want of a stable medium connecting Tuli with Sibsagar Telegraph Office.

(b) It has been planned to provide UHF Radio System between Tuli and Sibsagar. The system is likely to be commissioned during 1991-92. Telegraphic facilities will be provided after the commissioning of the system.

Lump Sum Road Tax on Personalised Vehicles

7279. SHRI CHIRANJI LAL SHARMA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the stage at which the proposal of lump sum road tax payment of personalised vehicles in all States and Union territories stands at present; and

(b) the details of the scheme?

MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRAISHNAN): (a) and (b). The information is being collected and will be laid on the Table of the House.

[*Translation*]

Allocation For Expansion of Telephone Service in Maharashtra

7280. SHRI HARISHANKAR MAHALE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the allocations made for the expansion on telephone services in Nasik and other districts of Maharashtra during 1990-91; and

(b) when these Schemes are likely to be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) It is expected to allot Rs. 120.20 crores to Maharashtra Telecom Circle for the year 1990-91 under Capital heads for development of Telecom services. Out of this about Rs. 2.39 crores is likely to be spent in Nasik on Projects costing Rs. 50 lakhs and more individually. The allocations will be subject to change in the light of actual receipt of equipment etc. during the course of the year.

(b) These schemes are likely to be implemented in 1990-91.

[*English*]

Collaboration with Foreign Countries for Development of Telecom Facilities

7282. SHRI MANORANJAN BHAKTA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether a number of collaboration agreements have been entered into with some foreign countries for development of telecom facilities during the last two years; and

(b) if so, the details of each agreement entered into?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) and (b). Yes, Sir, the following collaboration agreements have been signed by the Department of Telecom during the period 1.4.88 to 31.3.90.

- (1) Cable Terminal Boxes with KRONE of West Germany.
- (2) Coin/Token Type STD Payphones with Tamura of Japan.
- (3) 6 CHz & 13 GHz Microwave Equipment with NEC, Japan.
- (4) Optical Fibre Cable and Line Equipment with NKT of Denmark.

National Telephone Link in Orissa

7283. SHRI D. AMAT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the names of places in Orissa which have been linked with the national Tele-

phone Network so far; and

(b) the names of places which are likely to be provided with this facility during the year 1990-91?

THE MINISTER OF STATE OF THE
MINISTRY OF COMMUNICATIONS (SHRI
JANESHWAR MISHRA): (a) *Places*:

1. Angul,
2. Balasore,
3. Balugaon,
4. Baripada,
5. Berhampur (Ganjam),
6. Bhadrak,
7. Bhawanipatna,
8. Bhubaneswar,
9. Bolangir,
10. Burla,
11. Chandake (Bhubaneswar),
12. Chatrapur (Ganjam),
13. Chowdwar (cuttack),
14. Cuttack,
15. Dhenkanal,
16. Ganjam,
17. Gopalpur,
18. Hirakud,
19. Jagatpur (Cuttack),

20. Jaipur-raod,
 21. Jeypore
 22. Jharasaguda,
 23. Kendrapara,
 24. Keonjhar,
 25. Khurada Koraput,
 26. Kancheshwar (Bhubaneswar),
 27. Nelco-nagar (Angul) Paradeep,
 28. Phulbani,
 29. Puri,
 30. Rayagada,
 31. Rourkela,
 32. Sambalpur,
 33. Sunabeda,
 34. Sundergaryh,
 35. Talcher,
 36. Damhajodi.
-

(b) *Places*:

1. Aska,
2. Baargarh,
3. Chandipur,
4. Gunupur,
5. Hola,
6. Jatni,

7. Barbil,
8. Kantabanji,
9. Nowrangpur,
10. Parlakhemundi,
11. Rajgangour.

[*Translation*]

Indore Bypass

7284. SHRIMATISUMITRAMAHAJAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any proposal to provide a bypass on Bombay-Agra National Highway 3 at Indore:

(b) if so, the details thereof; and

(c) the time by which construction work of that bypass is likely to be started and the target fixed for completion of the project?

MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRAISHNAN): (a) and (b). Yes, Sir. There is a proposal to construct a 31.4 km. long bye-pass around the Indore City on N.H. No. 3 at an approximate cost of Rs. 42.45 crores.

(c) The proposed Indore Bye-pass has been sent to the World Bank for financial assistance. The World bank is yet to take a final view on this assistance. Therefore, it is too early to fix a time schedule for the start and completion of the bye pass.

However the Govt. is aware of the Importance of the Indore bye-pass and in consultation with the State Govt. of Madhya Pradesh would take appropriate steps to finalise the proposal.

Illegal Telephone Connections in Delhi

7285. SHRI KALPNATH SONKAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of temporary and permanent telephone connection sanctioned in each telephone exchange of Delhi during the last three months and authorities who had sanctioned them;

(b) whether there is large scale illegal local shifting of telephone connections in Karol Bagh, Idgah, Shahdara, Delhi Gate and Nehru Place exchanges, and

(c) if so, whether Government propose to conduct an inquiry in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) to (c). The information is being collected and will be placed on the Table of the House.

[*English*]

Improvement In Telephone Service In Sikkim

7286. SHRI NANDU THAPA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Department of Telecommunications has formulated a time bound programme to improve the telephone services in the capital town of Gangtok;

(b) whether the State is entitled to have its own telecom Circle which is at present under the West Bengal Telecom Circle;

(c) how many Sikkimese locals have been absorbed in the technical capacities in the Officer Grade; and

(d) whether the plan to link the four district headquarters of Sikkim by STD facilities is being implemented?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) A 2048 lines electronic exchanges is programmed for Gangtok in this financial year to replace the strowger exchange. This will improve the telecom services at Gangtok.

(b) With the existing assets and workload, Sikkim State does not justify a telecom circle of its own.

(c) For recruitment/promotions to officer grade no consideration is given to the state of origin of the candidate and this information is not maintained.

(d) District headquarter (Gangtok) has already been provided with STD facility. The other 3 District headquarters are programmed to be provided with STD facility in this financial year (1990-91).

Storage Facility for Grapes

7287. SHRI PRAKASH V. PATIL: Will the Minister of AGRICULTURE be pleased to state:

(a) whether grape growers in Maharashtra do not have cold storage facilities for grapes as a result of which thousands of metric tones of grapes are destroyed;

(b) if so, whether it is proposed to provide cold storage facilities to the grapes growers in Maharashtra; and

(c) if so, the steps taken or proposed by Government in this regard:

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI UPEENDRA NATH VERMA):

(a) There are 226 cold storages in Maharashtra having capacity of 1,19,437 tonnes for storing potato, fruits and vegetables, meat, fish and milk products etc. Majority of cold storages in Maharashtra are in private sector accounting for 76.26% of capacity. Reports have not been received that grapes are destroyed on account of want of proper storage facilities in Maharashtra.

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

Deployment of Mahila Battalion of CRPF

7288. SHRI N. DENNIS: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the guidelines regarding deployment of Mahila Battalion of the Central Reserve Police Force;

(b) the details regarding the states and Union Territories where they are stationed;

(c) whether they are deployed at the frontiers also; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) Mahila Battalion of CRPF is utilized by States/UTs for tackling agitation involving women agitators and to perform such other law and order duties as may be assigned to them.

(b) to (d). Four coys. of the Bn. are stationed in Union Territory of Delhi and two coys. are deployed in J&K. None of the coys. are deployed in J&K. None of the coys. are deployed on the borders.

Demand For Constitution of Development Board for Jammu and Ladakh

7289. SHRI YADVENDRA DATT: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether demands for constitution of development boards for Jammu and Ladakh have been received by the Government; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) and (b). No such proposals have been received from the State Government.

Buses Under Punjab Roadways

7290. BABA SUCHA SINGH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the total number of busses with Punjab Roadways at present;

(b) the number out of them which are in running condition and number of buses which can be made operational after repairs;

(c) the number of new buses proposed to purchased during 1990-91; and

(d) the expenditure incurred on the maintenance of buses for the last three years, year-wise?

MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRAISHNAN): (a) to (d). The information is being collected and will be laid on the Table of the House.

Fertilizer Plants in Orissa

7291. SHRI SAMARENDRA KUNDU: Will the Minister of AGRICULTURE be pleased to state:

(a) the details of fertilizer plants set up both in the private and public sectors in Orissa so far;

(b) the performance of these plants during the Seventh Plan period;

(c) whether Government have received any proposals to set up more fertilizer plants in Orissa; and

(d) if so, the details thereof?

THE DEPUTY PRIME MINISTER AND MINISTER OF AGRICULTURE (SHRI DEVI LAL): (a) and (b). The details of fertilizer plants set up both in the private and public sector in Orissa and their performance in the Seventh plan period are given below:

STATEMENT

(000 MT of Nutrient)

S.No.	Name of company	Product/ Nutrients	1985-86	86-87	87-88	88-89	89-90
1	2	3	4	5	6	7	8
1.	Steel Suthority of India Limited (SAIL), Rourkela.	CAN/N	34.5	40.0	43.0	50.5	44.1
2.	Fertilizer Corporation of India Limited (FCI) Talcher.	Urea/N	52.9	58.8	85.3	28.5	73.1
3.	Paradeep Phosphates Limited (PPL), Paradeep	DAP/N P	0.4 0.9	76.1 194.5	76.2 194.5	112.8 288.2	44.5 113.6
4.	Steel Authority of	A/S N	2.3	2.1	1.6	2.7	2.5

(000 MT of Nutrient)

S.No.	Name of company	Product/ Nutrients	1985-86	86-87	87-88	88-89	89-90
1	2	3	4	5	6	7	8
India Limited (SAIL) Rourkela.							
Private Sector							
5.	East Coast	SSP-P	—	—	1.9	5.1	6.9

(c) and (d). Yes, Sir, an application from M/s. Century Spinning & Manufacturing Company Limited, for setting up a project for the manufacture of 900 tpd of ammonia and 1500 tpd of urea at Paradeep in Orissa has been received.

Abolition of Railway Mail Service

7292. SHRI RAM NAIK: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the age tested Railway Mail Service sections of running trains were abolished;

(b) if so, the economic/administrative reasons therefor;

(c) whether there is any proposal to revive the system; and

(d) the time bound programme to implement the scheme?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Sorting work from running sections was withdrawn between 1982-84 after taking all factors into consideration.

(b) The reasons for the withdrawal of sorting work from the running Sections were as follows:

- (1) The continued deterioration in the quality of sorting due to the inability of the staff to handle the increased volume of traffic.
- (2) The increased volume of closed bags could not be carried on the trains if the available accommodation was to

be utilised mainly for sorting work.

- (3) A large number of mail offices had been opened on the same routes on which the Section were working with the result that Sections no longer served the original purpose of acting as collectors and consolidators of mail because mails were invariably being handled in the mail offices and the work in the Sections was being duplicated in many cases.
- (4) The pressure on the Railways due to increased passenger and goods traffic came in their way of giving additional accommodation on major trains thereby resulting in delays to the mails.
- (5) The speeding up of major mail trains resulted in a situation in which less time was available for the work and also a number of stations were committed in the interest of speed.
- (6) The working conditions in mail vans due to poor lighting etc. became a factor in the deterioration of sorting.
- (7) Due to a number of mechanical failures and other reasons whenever mail vans were supplied, the sorting work came to a standstill.
- (8) Sorting work in mail vans was far more costly than in mail offices.
- (9) Reports were on the increase that mail offices were dumping

mails on Sections and Sections on mail Offices thereby resulting in multiple handlings.

(10) India was among a few countries where sorting work was being done in trains while it had been phased out in other countries.

(11) Bulk of the first class mail was moving by Air which was much faster than by trains.

(c) and (d). The Sub Committee of Parliament Consultative Committee for the Ministry of Communications has suggested, restoration of sorting Sections over some selected route which is under examination.

[Translation]

Constitution of Commission for Agricultural Costs and Prices at State-Level

7293. SHRI DEVENDRA PRASAD YADAV: Will the Minister of AGRICULTURE be pleased to state:

(a) whether it is proposed to constitute the Commission for Agricultural Costs and Prices at State-level; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): (a) There is no proposal at present to constitute the Commission for Agricultural Costs and Prices at State level.

(b) Does not Arise.

Modernisation of Telephone Exchanges in Rajasthan

7294. PROF. RASA SINGH RAWAT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the names of places in Rajasthan where telephone exchanges have been modernised;

(b) whether there is any special scheme to modernise remaining telephone exchanges in the near future;

(c) if so, the details thereof and when work in this regard will start; and

(d) whether there is a scheme to instal new P.C.O.s in Ajmer Division?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) The names of the places where electronic Exchanges have been provided is given in Statement-I below.

(b) Yes, Sir.

(c) The details of the programme is given at Statement-II below. Works will be taken up on timely receipt of equipment and availability of infrastructure.

(d) Yes, Sir.

STATEMENT-I

Names of places in Rajasthan where Electronic Telephone Exchanges have been installed

Sl. No.	Name of Station
1	2
1.	Alwar

<i>Sl. No.</i>	<i>Name of Station</i>
<i>1</i>	<i>2</i>

2.	Baitu
3.	Barmer
4	Bahadurpur
5	Beawar
6.	Bundi
7.	Dhandoori
8	Dhorimana
9	Dungarpur
10	Jaipur
11	Jaisaier
12	Jalore
13	Jhalawar
14	Jhunjhunu

<i>Sl. No.</i>	<i>Name of Station</i>
<i>1</i>	<i>2</i>

15.	Jodhpur
16.	Markana
17.	Nagaur
18.	Pachpadra
19.	Palimarwar
20.	Samdhari
21.	Swaimadhampur city
22.	Swaimadhampur R.S.
23.	Sindhri
24.	Siriyasar
25.	Sirohi
26.	Sriganganagar
27.	Tonk

STATEMENT-II

Details of Electronic Exchnaes to be provided in Rajasthan during the 8th Plan

<i>Sl No</i>	<i>Type of Electronic exchange</i>	<i>Nos.</i>
<i>1</i>	<i>2</i>	<i>3</i>
1	PRX	1
2	C-DOT MAX I	13
3.	NEAX 615	5
4.	2048 Port ILT	3

<i>Sl. No.</i>	<i>Type of Electronic exchange</i>	<i>Nos.</i>
1	2	3
5.	C-DOT 512 Port	31
6.	512 Port ILT	33
7.	E SAX 200L PAM	83
8.	C-DOT 128 Port	109
9.	MILT 64 Port	376
10.	E-10B	4

Work on providing electronic Exchanges already in progress at eleven exchanges.

[English]

Modernisation of Telecommunications Network In Saurashtra Region

7295. SHRI PRAKASH KOKO BRAHMBHATT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have taken steps to modernise the telecommunications network in Saurashtra region by linking up a number of towns by the latest digital system;

(b) if so, the main features of the digital system;

(c) whether the system is based on Japanese technology;

(d) to what extent the communications between the Rajkot and Morvi and between Gandhidham and Bhuj will be improved by introduction of this new system;

(e) whether Government propose to extend such link with other major towns of

Saurashtra;

(f) whether another new digital system based on optic fibre technology is going to be introduced in linking Rajkot and Jamnagar; and

(g) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) The main features of the digital systems are:

(1) They provide high grade and more reliable communication circuits as compared to analogue systems.

(2) It is possible to introduce ISDN (Integrated Services Digital Network) with these systems later on.

(c) The digital systems which are currently being used in the Department are now procured from indigenous sources. Some of these sources obtained transfer of technology.

ogy from foreign collaborators including Japan.

(d) The digital microwave system has been commissioned between Rajkot and Morvid during March '90. Analogue microwave system presently working between Gandhidham and Bhuj is proposed to be replaced by digital microwave system during the 8th Plan. These digital systems shall provide 480 numbers of high grade circuits. There are also plans for augmenting this capacity in future by installing 1920 channel optical fibre link between these places

(e) Yes, Sir.

(f) Yes, Sir.

(g) It is proposed to instal an optical fibre link of 1920 circuits between Rajkot and Jamnagar.

[*Translation*]

Automatic Telephone Exchange In Napsari

7296. SHRI KASHIRAM CHHABILDAS RANA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government have decided to set up an automatic exchange of seven thousand lines in Napsari (Gujarat); and

(b) if so, the time by which this exchange is likely to be set up and the present position in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) Allotment of an electronic automatic exchange has been made and the exchange will be set up in 1992-93, but this is subject to availability of equipment in time.

[*English*]

Postal Stamp in Honour of Late Shri Pasumpon Muthuramalinga Thevar

7297. SHRI R. MUTHIAH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government will consider a long pending demand to release a postal stamp in the Honour of Late Shri Pasumpon Muthuramalinga Thevar, the reputed Freedom Struggle Leader in Tamil Nadu; and

(b) if so, whether Government consider to release to stamp at least on his coming birth anniversary on 30 October of this year?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) and (b). A Philatelic Advisory Committee functions in the Department to advise the Government regarding issue of commemorative, special postage stamps and other related matters. This proposal was placed before the committee, for consideration, at its meetings held on 25.5.1987 and 22.12.88 but it could not figure among those recommended by the Committee.

This matter will be placed before the committee again, for consideration, at its next meeting.

Out of Turn Telephone Connections

7298. SHRI RAMJI LAL SUMAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of new telephone connections sanctioned out of turn of priority basis during the month of September, October and November, 1989; and

(b) the grounds on which these tele-

phone connections were sanctioned?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) and (b). The information is being collected and will be placed on the Table of the House.

Delay in Construction of Flyovers in Delhi

7299. SHRI Y.S. MAHAJAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the fly-overs under construction in Delhi;

(b) whether most of these fly-overs are lagging behind the completion schedule; and

(c) if so, the actual cost of escalation on account of delay in their completion?

THE MINISTER OF SURFACE TRANSPORT: (SHRI K.P. UNNIKRIISHNAN): (a) The Delhi Administration, New Delhi Municipal Committee and Municipal Corporation of Delhi have intimated that the following flyovers are under construction:

- (i) Project consisting of Railway over-bridge No. 22 and flyover in extension of Outer Ring Road near Okhla Industrial Estate.
- (ii) ROB-cum grade separator on G.T. Road near Shahdara.
- (iii) Loni-Wazirabad Road intersection.

(b) Only one project consisting of Railway Over bridge No. 22 and fly over near Okhla, Industrial Estate is lagging behind the targetted completion schedule.

(c) The Delhi Administration has inti-

mated that it is too early to estimate the cost escalation as the construction period is not yet over.

Printing of Telephone Directories

7300. SHRI PRATAPRAO B. BHOSALE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether for convenience of people, M.T.N.L. had printed the telephone numbers of Public Call officers and Departmental Call offices in all its editions of Telephone Directories prior to current edition;

(b) whether Government propose to print all such numbers in supplementary editions of existing telephone directory; and

(c) if not the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) No, Sir.

(b) No, Sir.

(c) The Public Call Offices are installed at prominent places like Post Offices, Railway Stations, Airports, busy markets, cinema halls etc. for the benefit of general public primarily for outgoing calls. The telephone numbers are not published in the telephone directory as it would not serve any useful purpose for the general public. On the contrary, it may encourage its use for incoming calls by some parties thereby keeping it frequently busy, causing inconvenience to the general public in making outgoing calls.

[Translation]

Sales Tax Evasion in Delhi

7301. SHRI BALESHWAR YADAV: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is large scale evasion of sales tax in Delhi;

(b) if so, the reasons therefor; and

(c) the steps Government propose to take to check it?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) No, Sir.

(b) In view of (a) does not arise.

(c) Following steps have been taken to check evasion of sales tax in Delhi:

(1) Verification of claims for exemption by enquiries before assessment.

(2) Intensification of surveys to detect facts showing evasion of taxes.

(3) Creation and strengthening of special enforcement machinery in addition to enforcement by ward staff

(4) Reduction in the number of goods or classes of goods allowed to be sold without collecting any amount by way of tax in dealer-to dealer transactions.

[English]

Allotment of Land by Kandla Port Trust

7302. SHRI BABUBHAI MEGHJI SHAH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Kandla Port Trust has allotted land for industries, storage or other purposes to private enterprises during the last two years;

(b) if so, the details thereof including the proposals pending if any in this regard; and

(c) the criteria/norms followed by the Kandla Port Trust in giving such lands on lease or for sale to public as well as private sectors?

THE MINISTRY OF SURFACE TRANSPORT (SHRI K.P. UNNIKRIISHNAN): (a) to (c) Information is being collected and will be laid on the table of the House.

Fertilizer Application Schedule

7303. SHRI P. NARSA REDDY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Indian Council of Agricultural Research has proposed any new fertilizer application schedule for the crops of different seasons to effect economy and efficiency in its use;

(b) if so, the main features of the new schedule; and

(c) to what extent the new fertilizer schedule is likely to help Rabicrop?

THE DEPUTY PRIME MINISTER AND MINISTER OF AGRICULTURE (SHRI DEVI LAL): (a) Yes, Sir.

(b) Research at the various Institutes of I.C.A.R., All India Coordinated Projects and the State Agricultural Universities on improving fertiliser use efficiency is being continuously updated in order to drive maximum economy and efficiency in fertilizer use. The main features of the package of practice advocated for efficient fertiliser use are:

(i) application of the recommended fertiliser doses for the high yield-

ing varieties and hybrids of various crops and cropping systems.

- (ii) Use of seed-cum-fertiliser drill for application of fertilisers particularly for crops under rainfed agriculture.
- (iii) Band placement of fertilisers for row crops to increase plant uptake and reduce fixation of the nutrients in the soils.
- (iv) Split application of the fertiliser using appropriate number of splits depending upon the duration of the crop, type of soil and the water management practice being adopted.
- (v) Balanced application of fertilisers based on soil analysis for different yield targets.
- (vi) Adoption of improved water management practice to reduce leaching losses of nitrogenous fertilisers.
- (vii) Use of neem cake coated urea for rice to reduce nitrogen losses by reduction.
- (viii) Use of organic manures including green manuring and bio-fertilisers to enhance soil productivity and organic matter build-up which will in turn increase the efficiency of fertiliser use.

(c) These improved packages of practices as being advocated by the extension agencies ensure economy and efficiency in the use of fertilisers on Rabi crops.

Deportation of Win Chadha

7304. SHRI Y.S. RAJA SEKHAR REDDY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there is a proposal to seek the deportation of Mr. Win Chadha from UAE; and

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

THE MINISTER OF EXTERNAL AFFAIRS (SHRI I.K. GUJRAL): (a) and (b). In view of the non-bailable arrest warrant issued on 14.3.90 against Mr. Win Chadha, all necessary measures are being taken to secure his presence in connection with case no. R.C.I. (A) 90-ACU (IV) registered against him.

Agreement for Buy-Back of Phosphoric Acid From Middle East

7305. SHRI ANBARASU ERA: Will the Minister of AGRICULTURE be pleased to state:

(a) whether any long agreements have been entered into for buy-back of phosphoric acid from plants to be set up in the Middle East, and

(b) if so, the details in this regard including the names of the parties and the quantity to be purchased?

THE DEPUTY PRIME MINISTER AND MINISTER OF AGRICULTURE (SHRI DEVI LAL): (a) and (b). No. Sir. While no long term buy-back agreements have been entered into, Government have approved in principle, the buy-back of phosphoric acid from joint ventures proposed to be set up in the Middle East.

[*Translation*]

Creation of a Separate Official Language Service in Public Undertaking and Autonomous Organisations

7306. SHRI CHHEDI PASWAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether any decision has been taken to create a separate official language service in public undertakings and autonomous organisations like the Central Ministries and Departments for implementation of the Official Language Policy and for the promotion of officers working in Official Languages Cells as per the recommendations of the Committee of Parliament on Official Language and Central Hindi Committee; and

(b) if so, the details thereof and when the service is likely to be created?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) No, Sir.

(b) Does not arise.

[*English*]

Tetrapack/Tetrabrick Machines Purchased by NDDB

7307. DR. KHUSHAL ARASHRAM BOPCHE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether tetrapack/tetrabrick machines were purchased by National Dairy Development Board on single tender basis from Sweden;

(b) the details of purchase, cost and installation of each the tetrapack/machines and their capacity utilisation in 1987, 1988 and 1989;

(c) whether there were allegations about irregularities in the purchase of said machines;

(d) if so, whether any enquiry was conducted; and

(e) the outcome thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): (a) and (b). Open International Competitive bids were invited for the purchase of Tetrapack/Tetrabrick machines in accordance with the normal procedures for purchase of such machinery. Three offers were received for 16 aseptic packaging machines out of which the offer M/s. Tetra Pak Switzerland was found competitive. The cost of these 16 Tetrapack machines was Rs. 21.8 million. For the remaining 31 Tetrabrick and one Tetrapack machine, only one offer from M/s. Tetra Pak Switzerland was received and the brick machines was Rs. 226. 15 million. One Tetrapack machine was purchased for training purposes at a cost of RS. 2.76 million. The details of installation of the machines is given in the Statement below.

The average capacity utilisation of all the machines (oil, fruit juice and milk) during the years 1987, 1988 and 1989 were 25 %, 30% and 33% respectively.

(c) No, Sir.

(d) and (e). Do not arise.

STATEMENT*Details of Installation of Tetrapack/Tetrabrick Machines*

<i>Sl. No.</i>	<i>Location</i>	<i>Types of Machine and remarks</i>
<i>1</i>	<i>2</i>	<i>3</i>
1.	Sugam Dairy, Borada	2 Nos. Tetrabrick machines for R&D.
2.	NDDB, Jagudan.	2 Nos. Tetrabrick machines for oil
3.	Fruit Juice Sector	4 Nos. Tetrabrick for fruit deverages
4.	Salem Union	3 Nos. Tetbabric.
5.	Surat Union	4 Nos. Tetrapack for milk.
		2 Nos. Tetrabrick for milk
6.	Krishna Union Vijayawada	3 Nos. Tetrabrick mainly for milk.
7.	Alleppy Dairy	2 Nos. Tetrabrick machines mainly for milk.

<i>Sl. No.</i>	<i>Location</i>	<i>Types of Machine and remarks</i>
<i>1</i>	<i>2</i>	<i>3</i>
8.	ATCO, Anand	3 Nos. Tetrabrick for oil.
9.	Fruit & Vegetable, Delhi.	1 No. Tetrabrick for oil.
10.	Chandigarh Milk Plant	3 Nos. Tetrabrick (expected to be Commissioned in 1990).
11.	Training School, Itola	1 Tectrapack for training.
		1 Tetrabrick for training.
12.	Indore Dairy	2 Nos. Tetrapack for milk.
13.	Jaipur Dairy	4 Nos. Tetrapack for milk.
14.	Sangam Dairy, Guntur.	4 Nos. Tetrapack for milk.
15.	Hindustan Packaging Company Ltd.	2 Nos. Tetrapack (brought back from Indore for possible use for oil).
		1 No. Tetrabrick returned from Punjab Agro, Abohar.

<i>Sl. No.</i>	<i>Location</i>	<i>Types of Machine and remarks</i>
1	2	3
		2 Nos Tetrabrick machines unopened and awaiting allotment.
		1 No. Tetrabrick machine used as indigenous spare part development machine.
		1 No. Tetrabrick machine was damaged during transit for which insurance claim has been lodged.

Repatriation of Bangla Refugees

7308. SHRI GOPI NATH GAJAPATHI:
Will the Minister of HOME AFFAIRS be
pleased to state:

(a) whether the process of sending
back the Bangladesh refugees living in
Tripura has started;

(b) if so, the number of refugees re-
turned to Bangladesh so far; and

(c) by which date all the refugees are
expected to go back to their country?

THE MINISTER OF STATE IN THE
MINISTRY OF HOME AFFAIRS (SHRI
SUBODH KANT SAHAY): (a) No, Sir.

(b) Does not arise.

(c) No definitive date can be indicated
for the repatriation of the refugees. The
Government of India have impressed upon
the Bangladesh Government on many occa-
sions including the occasion of External
Affairs Minister's recent visit to Bangladesh
to do everything possible to persuade the
refugees to return.

[*Translation*]

Refugees in India

7310. SHRI R.N. RAKESH:
SHRI PHOOLCHAND VARMA:

Will the Minister of HOME AFFAIRS be
pleased to state:

(a) whether a large number of refugees
from other countries have been entering
India for some time past;

(b) if so, the number of such refugees in
the country till the end of January, 1990;

(c) the country-wise number thereof;

(d) whether Government have made
necessary arrangements for their repatria-
tion and to monitor their activities; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE
MINISTRY OF HOME AFFAIRS (SHRI
SUBODH KANT SAHAY): (a) to (c). The
number of person from Sri Lanka, Tibet,
Burma, and Bangladesh staying in different
parts of the country by the end of January,
1990 was as follows:

Sri Lanka	—	91,539
Tibetan	—	80,000
Burma	—	89
Bangladesh	—	58,406
		2,30,034

(d) and (e). These persons are housed
in various Camps in India pending their re-
turn to their homes. Government are of the
view that the return of normalcy in their
countries will ultimately motivate them to
return. As regards monitoring the activities
of these persons, proper security measures
are taken in all the camps to ensure that the
refugees abide by our laws.

[*English*]

Bomb Blasts in Delhi

7311. SHRI MADAN LAL KHURANA:
Will the Minister of HOME AFFAIRS be
pleased to state:

(a) whether any headway has been
made in the bomb blasts that rocked the
capital recently; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) and (b). Persons responsible for the bomb blasts in the two police stations in Delhi identified.

Total Number of Freedom Fighters from Kerala

7312. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of applications for Freedom Fighters pension from the State of Kerala pending decision before the Government; and

(b) the steps taken for their expeditious disposal?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) As on date, no application from the Freedom fighters of the State of Kerala that were received before the last date viz. 31.3.82 is pending for grant of Pension.

(b) Does not arise.

Improvement in Telecommunications Systems in Rural Areas

7313. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the telecommunication tariff in rural areas differ from that in urban areas;

(b) if so, the details of difference with reasons thereof; and

(c) the details of measures being adopted to improve telecommunications

system in rural areas?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) and (b). With a view to encouraging the rural public to use telephone facilities, the following charges have been prescribed for telephone connection:

- (i) For small exchanges of capacity of less than 100 lines, which are mostly in the rural areas, the annual rental varies between Rs. 600/- and Rs. 750/- as against annual rental for the exchange of larger capacity which varies from Rs. 900/- to Rs. 1980/-.
- (ii) In the case of small exchanges which do not have subscriber dialling facility (flat rate exchanges) there is not separate charge for local calls.
- (iii) Telephone rentals for measured rate exchanges systems upto 100 lines have been reduced from Rs. 750/- to Rs. 600/- p.a., with effect from 1.4.90.
- (iv) The charges for long distance calls from rural long distance public call offices have been fixed at 50% of the normal charge.

(c) To improve the telecommunication system in rural areas, small electronic automatic exchanges are being installed. For connect the rural exchanges, greater use of more reliable radio systems instead of overhead lines has been envisaged. These include VHI to Provide all Gram Panchayats with a public telephone by the end of the 8th Plan subject to the approval of plans and availability of material.

The allocation of funds for expansion of

the telecommunication network in the rural areas is also being increased.

Laying of Fibre Optical Cables

7314. SHRI M.M. PALLAM RAJU: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the names of places, state-wise, that are currently served by fibre optic cables;

(b) the names of places that are proposed to be connected by fibre optic cables over the next 5 years;

(c) the criteria used to identify places for being served by fiber optic cables;

(d) whether a simultaneous increase in other communications services are planned along with the laying of these cables; and

(e) the average cost of laying a 1 km. long cables?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) the places currently served by fibre optic cable links are indicated in Statement-A. [Placed in the Library. See No. LT-1037/90]

(b) The list of schemes showing places to be linked by fibre optic cables over the next 5 years is given in statement-B [Placed in the Library. See NO. LT-1037/90]

(c) Optical fibre medium of communication is generally preferred when a large number and there is also need for provided between the places and there is also need for dropping circuits at various stations falling enroute. Use of optical fibre cable is particularly advantageous in areas having severe power-induction problems.

(d) Yes, Sir.

(e) Average cost of laying a 1 K.M. long cable (excluding the cost of duct) is as follows:

—Soft soil Rs. 24,000/-.

—Rocky soil Rs. 40,000/-/

Development in Telecom in Metropolitan Units

7315. SHRI SANAT KUMAR MANDAL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Mahanagar Telephone Nigam Limited has declared a dividend of Rs. 84 crores for the year 1988-89, the third year in succession;

(b) the manner in which this dividend amount is likely to be utilised for the development of telecommunications in the two metropolitan cities of Bombay and Delhi or otherwise; and

(c) the rationale for revising the Telephone tariff recently inspite of profits being made by the Mahanagar Telephone Nigam Limited?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) All available resources are pooled and annual development plans are prepared and implemented covering not only local exchanges but also Long Distance Switching and Transmission network and ancillary systems and administrative buildings and staff quarters. It is not possible to relate a particular item of receipt to development expenditure of a particular type or its application to a particular place or places.

(c)

1. While telecom services in large

cities generate surplus, the Department has to expand the services in rural and backward areas where the income is comparatively less.

2. The increase in tariff became necessary to neutralise the increase in operational and maintenance expenditure and to generate funds to expand and improve the services.

Smoking in DTC Buses

7316. SHRI SANAT KUMAR MANDAL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether commuters in DTC buses are put to great inconvenience due to smoking of cigarettes and bidis by certain commuters and especially the crew members; and

(b) if so, the strict action proposed to be taken against the erring conductors/drivers etc. and enforce responsibility on the Conductors to ensure that there is no smoking in DTC/DTC operated private buses?

THE MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRISHNAN): (a) Instance of such nature have been noticed.

(b) DTC have issued instructions to the effect that neither the crew while on the bus should smoke themselves nor allow any passenger to smoke inside the buses. In case of passenger insists on smoking the conductor has instructions to stop the bus till the passenger either stops smoking or leaves the bus. On receipt of specific complaints or reports strict action is taken against the crew who smoke themselves and do not take action to stop smoking by passengers. As per the agreement entered into between private operators and the DTC it is obligatory

on the part of the private operators to abide by the statutory provisions prohibiting the crew and the passengers from smoking.

Development of Fisheries in Orissa

7317. SHRI LOKANATH CHOUDHARY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government have received a number of proposals from the Orissa Government for Development of brackish-water Prawn farming, Inland Fisheries Development and Reservoir Fisheries Development with World Bank and Central assistance during last three years; and

(b) if so, the details of the proposals and action taken thereon so far?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): (a) and (b). Government of India have been collecting some information on reservoir fisheries and brackishwater prawn farming in Orissa, in order to explore the possibilities of seeking World Bank assistance for future development of Reservoir Fisheries and Brackishwater Prawn Farming in the State.

Installation of Trunk Auto Exchanges and Manual Trunk Boards

7318. SHRI ANADI CHARAN DAS: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the details of achievements made under the long Distance Switching system since 1985-86 in the country especially in the matter of installation of Trunk Auto Exchanges with TAX capacity and Manual Trunk Boards;

(b) the places where TAXs have been

installed so far and proposed to installed alongwith the progress made for setting up of such a TAX in Orissa; and

(c) the details of action taken/proposed to be taken to increase the Manual Trunk Board/TAX in Orissa.

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Details of achievements made under the long distance switching system since 1985-86 in the country:

STATEMENT

	<i>No. of TAXs</i>	<i>TAX Capacity lines</i>	<i>No. of Manual Trunk Boards</i>
Status as on 1.4.1985	29	85770	8098
Additions during 85-86	1	5600	217
Additions during 86-87	4	7400	145
Additions during 87-88	12	15900	110
Additions during 88-89	6	16200	107
Additions during 89-90	5	27000	85
Old TAXs phased out diring 85-90	5	17000	—
Status as on 1-4-1990	52	140870	8762

(b) (i) Places where TAXs have been installed in the country

1. Agra,
2. Ambala,
3. Asansol,
4. Ahmebad,
5. Bangalore
6. Belgaum,
7. Bhatinda,
8. Bhopal,
9. Bombay,
10. Calcutta,
11. Coimbatore,
12. Cuttack,
13. Ernakulam,
14. Guntakkal,
15. Hyderabad,
16. Indore,
17. Jaipur,
18. Jalandhar,
19. Jammu,
20. Jodhpur,
21. Kanpur,
22. Kozhikode,
23. Lucknow,

24. Ludhiana,
 25. Madras,
 26. Kadurai,
 27. Nagpur,
 28. New Delhi,
 29. Patna,
 30. Pune.
 31. Raipur,
 32. Ranchi,
 33. Rajkot,
 34. Salem.
 35. Shillong,
 36. Sillguri,
 37. Surat Trichy,
 38. Trivandrum,
 39. Varanasi,
 40. Vijayawada,
 41. Visakhapatnam,
 42. Udaipur.
-

(ii) Places where TAX facility is proposed to be provided during 1990-91.

1. Baroda,
2. Bhubneswar,
3. Chandigarh,

4. Ghazibad,
5. Guwahati,
6. Hubli,
7. Jabalpur,
8. Jorhat,
9. Mangalore,
10. Nagpur,
11. Simla.

Dhenkanal, Koraput and Rourkela in Orissa State. With the expansion of the TAX network, the requirement of manual Trunk Boards is expected to decrease.

[*Translation*]

Installed Capacity and Production of Fertilizer Plants

7319. SHRI RAMESHWAR PRASAD: Will the Minister of AGRICULTURE be pleased to state:

(a) the installed capacity of various fertilizer plants and their actual production during 1980-81, 1984-85, 1986-87 and 1989-90 respectively; and

(b) the quantity of fertilizers imported to meet the domestic requirements during 1988-89 and 1989-90?

THE DEPUTY PRIME MINISTER AND MINISTER OF AGRICULTURE (SHRI DEVI LAL): (a) A statement showing installed capacity of various fertilizers plants and their actual production during 1980-81, 1984-85, 1986-87 and 1989-90 is given below.

(b) The following quantities of fertilizers of N, P and K in terms of nutrients were imported to meet the domestic requirements during 1988-89 and 1989-90;

(iii) TAXs in Orissa:

In addition to the TAX already in operation at Cuttack in Orissaa, it is proposed to provide TAX facility at Bhubneswar as part of the local electronic exchange. The proposal has been approved and is in the process of implementation.

(c) Action taken for increasing the TAXs in Orissa:

A computer aided National Network Study has been conducted to determine the optimum location of future TAXs in the country. The study has indicated provision of TAX in the country. The study has indicated provision of TAX facilities at Balasore, Baripada, Berhampur, Bhubneswar, Cuttack,

(in lakh *te*)

	<i>N</i>	<i>P</i>	<i>K</i>	<i>Total NPK</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>
1988-89	2.19	4.07	9.82	16.08
1989-90	5.23	13.11	12.77	31.11

STATEMENT

(000 MT)

Name of Company/Plant	1980-81		1984-85		1986-87		1989-90	
	Cap.	Prod'n	Cap	Prod'n	Cap	Prod'n	Cap.	Prod'n.
1	2	3	4	5	6	7	8	9

NITROGEN

(i) Public Sector :

FDI : Sindri Modn.	219	230	219	125.2	219	135.3	219	107.5
: Gorakhpur	131	5598	131	82.4	131	84.1	131	70.4
: Ramagundam	228	26.5	228	93.4	228	113.2	228	52.4
: Talchar	228	6.7	228	55.1	229	58.8	228	73.4
HFC : Namrup-I	45	25.5	45	21.6	45	8.8	20	2.3

(000 MT)

Name of Company/Plant	1980-81		1984-85		1986-87		1989-90	
	Cap.	Prod'n.	Cap.	Prod'n.	Cap.	Prod'n.	Cap.	Prod'n.
1	2	3	4	5	6	7	8	9
: Namrup-II	152	—	152	66.7	152	86.9	152	64.9
: Namrup-III	—	—	—	—	—	—	177	117.8
: Durgapur	152	35.1	152	57.5	152	50.8	152	15.7
: Barauni	152	46.6	152	37.7	152	61.6	152	36.7
NFL : Nangal-I	80	51.4	80	52.6	80	57.1	80	62.1
: Nangal-II	152	71.8	152	137.8	152	134.3	152	131.6
: Bhatinda	235	99.7	235	143.6	235	169.4	235	224.0
: Panipat	235	68.2	235	157.1	235	190.0	235	219.7

(000 MT)

Name of Company/Plant	1980-81		1984-85		1986-87		1989-90	
	Cap.	Prod'n.	Cap.	Prod'n.	Cap.	Prod'n.	Cap.	Prod'n.
1	2	3	4	5	6	7	8	9
: Vijapur	—	—	—	—	—	—	334	375.0
FACT : Udyogmandal	78	42.0	78	551.2	78	52.5	78	50.4
: Cochin-I	152	118.2	152	107.9	52	105.5	152	75.9
: Cochin-II	40	15.1	40	65.6	81	80.0	81	71.8
RCF : Trombay	90	85.9	90	84.3	90	85.7	90	87.1
: Trombay-IV	75	51.3	75	556.6	75	61.7	75	83.4
: Trombay-V	—	—	152	125.0	152	153.7	152	137.4

(000 MT)

Name of Company/Plant	1980-81		1984-85		1986-87		1989-90	
	Cap.	Prod'n.	Cap.	Prod'n.	Cap.	Prod'n.	Cap.	Prod'n.
1	2	3	4	5	6	7	8	9
: Thal	—	—	—	48.9	683	479.2	683	550.8
MFL : Madras	176	163.8	176	151.4	176	157.3	176	123.7
SAIL : Rourkela	120	35.8	120	49.8	120	40.0	120	44.1
NLC : Neyveli	70	61.7	70	58.9	70	58.9	70	65.9
PPL : Paradeep	—	—	—	—	130	76.1	130	44.5
By-product	24	16.3	24	16.1	30	13.1	30	19.0
Total :	2834	1099.4	2986	1845.4	3846	2514.0	4332	2887.5
Public Sector								

(000 MT)

Name of Company/Plant	1980-81		1984-85		1986-87		1989-90	
	Cap.	Prod'n.	Cap.	Prod'n.	Cap.	Prod'n.	Cap.	Prod'n.
1	2	3	4	5	6	7	8	9
(ii) Coop-Sector								
IFFCO : Kalol	215	225.1	260	321.9	302	316.4	182	168.2
Kandla							120	85.7
Phulpur	228	10.1		200.1	228	222.2	228	251.2
Anola	—	—	—	—	—	—	334	377.9
KRIBHCO: Hazira	—	—	—	—	668	579.4	668	767.0
Total :								
Coop Sector	443	235.2	488	522.0	1198	1118.0	1532	1650.0

(000 MT)

Name of Company/Plant	1980-81		1984-85		1986-87		1989-90	
	Cap.	Prod'n.	Cap.	Prod'n.	Cap.	Prod'n.	Cap.	Prod'n.

1 2 3 4 5 6 7 8 9

MAY 3, 1990

Written Answers 232(iii) *Private Sector*

GSFC : Baroda	236	176.5	236	215.5	236	253.5	236	291.1
CFL : Vizag	84	56.9	84	73.3	84	74.6	84	95.8
SFC : Kota	152	117.0	152	143.7	152	147.2	152	164.8
IGI : Kanpur	207	130.6	310	286.3	310	270.6	310	282.4
ZAC : Goa	171	43.4	171	148.1	198	215.0	198	194.3
SPIC : Tuticorin	262	203.2	293	307.3	293	334.9	312	303.5
MCF : Mangalore	156	83.7	156	134.0	156	141.8	181	104.2

(000 MT)

(000 MT)

Name of Company/Plant	1980-81		1984-85		1986-87		1989-90	
	Cap.	Prod'n	Cap.	Prod'n	Cap.	Prod'n	Cap.	Prod'n.
1	2	3	4	5	6	7	8	9
GFC : Kakinada							54	31.5
By-Product	4	3.2	4	4.1	13	6.6	12	4.0
Total : Provate Sector	1298	829.3	1721	1549.7	1794	1778.0	2284	2209.8
Total : (i-ii+iii)	4375	2163.9	5195	3917.0	6838	5410.0	8148	6847.3
PHOSPHATE:								
(i) Public Sector :								
FCI : Sindri Ratn.	150	18.0	150	4.6				
FACT : Udyogamandal	37	21.3	37	29.0	37	30.3	37	26.1

(000 MT)

Name of Company/Plant	1980-81		1984-85		1986-87		1989-90	
	Cap.	Prod'n.	Cap.	Prod'n.	Cap.	Prod'n.	Cap.	Prod'n.
1	2	3	4	5	6	7	8	9
Cochin-II	114	49.5	114	85.3	114	90.0	112	83.0
RCF : Trombay	45	39.5	45	41.1	45	39.7	45	54.4
Trombay-IV	75	51.3	75	55.6	75	61.7	75	64.2
MFL : Madras	112	103.9	112	112.4	112	103.0	112	70.0
HCL : Khetri	90	5.6	90	8.3	30	7.8	30	12.9
PPCL : Amjhore	—	—	—	—	—	24.0	42	9.8
PPL : Paradeep	—	—	—	—	331	194.5	331	113.6
SSP Units	35	11.0	35	8.8	35	7.0	35	6.5

(000 MT)

Name of Company/Plant	1980-81		1984-85		1986-87		1989-90	
	Cap.	Prod'n.	Cap.	Prod'n.	Cap.	Prod'n.	Cap.	Prod'n.
1	2	3	4	5	6	7	8	9
Total : pub. Sector:	658	300.0	658	345.1	779	558.0	819	439.8
(ii) Coop-Sector:								
IFFCO : Kandla	127	192.5	260	348.3	309	342.0	309	223.7
(iii) Private Sector:								
GSFC : Baroda	50	43.0	50	51.4	50	70.1	50	98.9
CFL : Vizag	104	68.4	104	79.4	104	77.6	104	98.5

(000 MT)

Name of Company/Plant	1980-81		1984-85		1986-87		1989-90	
	Cap.	Prod'n.	Cap.	Prod'n.	Cap.	Prod'n.	Cap.	Prod'n.
1	2	3	4	5	6	7	8	9
GFC : Kakinada	—	—	—	—	—	—	138	80.5
SSP Units 148	161.8	221	229.9	495	291.4	731	470.8	
Total : Pvt Sector	497	348.9	570.6	570.6	984	760.0	1622	1132.3
Total (i+ii+iii)	1282	841.5	1488	1264.0	2070	1660.0	2750	1795.8

Prices of Kharif Crops in Market

7320. SHRI RUDRASEN CHAUDHARY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there has been continuous fall in market prices of recent Kharif crops during the last three months;

(b) if so, the extent of fall in the per quintal prices of paddy, Jowar, Bajra, Maize and Ragi respectively during this period;

(c) the reasons therefor; and

(d) the total estimated financial loss to farmers on this account?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR):

(a) As compared to January, 1990 the prices of Jowar and Ragi have declined during the last three months, while those for Pady, Bajra and Maize have shown a rising trend.

(b) The wholesale prices of Jowar at selected centres have fallen in the range of Rs. 5 to Rs. 60 per quintal during this period. However at some centres prices have also risen in the range of Rs. 20 per quintal. The decline in Ragi prices ranged from Rs. 5 to Rs. 45 per quintal.

(c) The prices of Jowar and Ragi have fallen due to higher Kharif production, better arrivals and prospects of better Rabi crops.

(d) The Government have organised price support operations to ensure that the farmers obtain procurement/minimum support prices fixed by the Government. The procurement/minimum support prices being remunerative prices, the fall in open market prices does not necessarily lead to losses to farmers. By and large the prices have re-

mained much above the procurement/minimum support prices of Fair average quality of the produce.

[English]

Indian High Commissioner in U.K.

7321. SHRI VIJAY KUMAR MALHOTRA:
SHRI UTTAM RATHOD:
SHRI EDUARDO FALEIRO:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Indian High Commissioner in London has had to suffer indignity on his visit to a Gurudwara in London, as widely reported in the Press;

(b) if so, the details thereof;

(c) whether the matter was taken up with the U.K. Government to bring to book the culprits who indulged in that kind of hooliganism and violence; and

(d) what steps have been taken to ensure that such incidents do not recur and the whole Indian High Commission receives full protection security?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI I.K. GUJRAL): (a) and (b). The High Commissioner visited the Guru Singh Sabha Gurudwara, Havelock Rock, Southall on 25th March, 1990. Of the large audience present, a very small group tried to raise slogans and jostle the visitors.

(c) and (d). Particulars of the incident have been conveyed to the British authorities. Necessary measures to assure the security of the High Commissioner and all other members of the High Commission are in force.

Maintenance of Telephone Exchange in Calcutta Telephone

7322. SHRIM.V.CHANDRASHEKARA MURTHY: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether more than 50 per cent telephones of subscribers including Government connections have been out of order for more than year within '45 and '46 exchange of Calcutta Telephones;

(b) whether telephone connections of the exchange given in the areas of Mahesh Dutt Lane, Chetla including service connections have not been working at all;

(c) whether the vigilance department has detected cases of corruption against some employees/officers of the exchange in the matter of maintenance;

(d) if so, the facts and details thereof; and

(e) steps taken to restore the normal service to subscribers of the exchange?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) No Sir.

(b) In MAHESH DUTT LANE and CHETLA as a result of Durgapur bridge construction, most of the subscribers lines were faulty due to cable breakdown from first week of March, 90 to last week of March, 90. The cables were damaged at different places and developed multiple faults. At present the cable faults have been restored and most of the subscribers' connections have been made working.

(c) No Sir.

(d) Question does not arise.

(e) All possible efforts are being made to restore the services.

Strengthening of Security of Borders

7323. SHRI G.S. BASAVARAJ:
SHRIMATI BASAVA RAJES-
WARI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether in view of the heavy influx of extremists, terrorists and anti-national elements from across the borders, Union Government have taken a decision to strengthen the borders and increase the check posts of the borders;

(b) if so, the details thereof; and

(c) the extent to which this is likely to curb the influx of such elements?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) and (b). A five year expansion programme for BSF was sanctioned in 85-86 and its is being implemented. According to this programme, more border out-posts are being set up, observation post-towers are being constructed, BSF are being provided with more sophisticated equipments as well as additional vehicles for more effective patrolling.

(c) The number of persons apprehended/intercepted on the Indo-Pak borders and Indo-Bangladesh borders during 1988, 1989 and 1990 (upto 18th April, 1990) are given below:

	<i>Indo-Pak Border</i>	<i>Indo-Bangladesh Border</i>
1988	12038	26142
1989	13554	35582
1990	1793	10138

(upto 18th April, 1990)

[*Translation*]

[*English*]

Drinking Water In Hill Areas of U.P.

7324 SHRI HARISH RAWAT: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there is scarcity of drinking water in hill areas of Uttar Pradesh,

(b) if so, the steps taken to improve the drinking water supply in these areas; and

(c) the amount allocated for the purpose during 1990-91?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI UPENDRA NATH VERMA):
(a) There were 783 'No Source' problem villages (PVs) in hill areas of Uttar Pradesh as on 1-4-1990

(b) Out of the above left over PVs, 363 PVs are likely to be covered in 1990-91 and the remaining 420 PVs will be covered in the Second year of the Eighth Five Year Plan.

(c) The State Government has reported that during 1990-91, Rs. 28 crores have been allocated under State Sector Minimum Needs Programme (MNP) and Rs. 14.29 crores out of a total allocation of Rs. 42.68 crores under Accelerated Rural Water Supply Programme (ARWSP) for schemes of drinking water supply in these areas.

Indira Awas Yojana

7325. PROF. P.J. KURIEN:
SHRI SHIKIHO SEMA:

Will the Minister of AGRICULTURE be pleased to state:

(a) the amount spent under the Indira Awas Yojana so far State-wise;

(b) the number of houses constructed so far, State-wise; and

(c) the amount earmarked during 1990-91, State-wise?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI UPENDRA NATH VERMA):
(a) Statement-I indicating the State/UT-wise expenditure reported to have been incurred so far on the houses constructed under the Indira Awas Yojana (IAY), since the year of its launching i.e. 1985-86, is given below.

(b) The number of houses reported to have been constructed so far under IAY since 1985-86, State/UT-wise, has been indicated in Statement-II

(c) The resources allocated for the IAY during 1990-91, State/UT-wise have been given in the Statement-III below.

STATEMENT-I

<i>Sl. No.</i>	<i>State/UT's</i>	<i>Expenditure Reported to have been incurred on houses constructed so far</i>
		<i>(Rs. in laksh)</i>
<i>1</i>	<i>2</i>	<i>3</i>
1.	Andhra Pradesh	5189.22
2.	Arunachal Pradesh	15.67
3.	Assam	270.52
4.	Bihar	8145.10
5.	Goa	15.08
6.	Gujarat	2043.18
7.	Haryana	395.24
8.	Himachal Pradesh	100.10
9.	Jammu & Kashmir	260.58
10.	Karnataka	1967.23
11.	Kerala	4248.89
12.	Madhya Pradesh	3804.11
13.	Maharashtra	3359.20
14.	Manipur	28.00
15.	Meghalaya	30.43
16.	Mizoram	23.25
17.	Nagaland	100.35
18.	Orissa	2362.41
19.	Punjab	643.24
20.	Rajasthan	1915.32

<i>Sl. No.</i>	<i>State/UT's</i>	<i>Expenditure Reported to have been incurred on houses constructed so far</i>
		<i>(Rs. in laksh)</i>
1	2	3
21.	Sikkim	15.49
22.	Tamil Nadu	10887.42
23.	Tripura	347.92
24.	Uttar Pradesh	7232.04
25.	West Bengal	2543.69
26.	A&N Islands	0.65
27.	Chandigarh	—
28.	D&N Haveli	23.06
29.	Delhi	—
30.	Daman & Diu	0.39
31.	Lakshadweep	—
32.	Pondicherry	36.48
Total:		56004.26

*Including the value of foodgrains at subsidised rates.

STATEMENT-II

<i>Sl No.</i>	<i>State/UT's</i>	<i>No. of House reported to have been constructed so far</i>
1	2	3
1.	Andhra Pradesh	51353
2.	Arunachal Pradesh	125
3.	Assam	3104

<i>Sl. No.</i>	<i>State/UT's</i>	<i>No. of House reported to have been constructed so far</i>
<i>1</i>	<i>2</i>	<i>3</i>
4.	Bihar	78297
5.	Goa	492
6.	Gujarat	19993
7.	Haryana	4203
8.	Himachal Pradesh	1409
9.	Jammu & Kashmir	2898
10.	Karnataka	19282
11.	Kerala	53340
12.	Madhya Pradesh	21676
13.	Maharashtra	37258
14.	Manipur	353
15.	Meghalaya	375
16.	Mizoram	213
17.	Nagaland	860
18.	Orissa	19829
19.	Punjab	3133
20.	Rajasthan	20997
21.	Sikkim	297
22.	Tamil Nadu	124946
23.	Tripura	3111
24.	Uttar Pradesh	91238

<i>Sl. No.</i>	<i>State/UT's</i>	<i>No. of House reported to have been constructed so far</i>
<i>1</i>	<i>2</i>	<i>3</i>
25.	West Bengal	29139
26.	A&N Islands	88
27.	Chandigarh	—
28.	D&N Haveli	230
29.	Delhi	—
30.	Daman & Diu	14
31.	Lakshadweep	—
32.	Pondicherry	316
Total:		588574

STATEMENT—III*Resources allocated during 1990-91 for IAY*

<i>Sl. No.</i>	<i>State/UT</i>	<i>Resources allocated</i>
		<i>(Rs. in laksh)</i>
<i>1</i>	<i>2</i>	<i>3</i>
1.	Andhra Pradesh	1005.01
2.	Arunachal Pradesh	41.94
3.	Assam	152.19
4.	Bihar	2075.88
5.	Goa	1.23
6.	Gujarat	612.86
7.	Haryana	119.46

<i>Sl. No.</i>	<i>State/UT</i>	<i>Resources allotted</i> <i>(Rs. in laksh)</i>
<i>1</i>	<i>2</i>	<i>3</i>
8.	Himachal Pradesh	50.94
9.	Jammu & Kashmir	29.66
10.	Karnataka	691.21
11.	Kerala	220.11
12.	Madhya Pradesh	2319.74
13.	Maharashtra	971.66
14.	Manipur	8.59
15.	Meghalaya	65.25
16.	Mizoram	32.73
17.	Nagaland	56.87
18.	Orissa	1197.91
19.	Punjab	163.44
20.	Rajasthan	966.14
21.	Sikkim	7.57
22.	Tamil Nadu	917.25
23.	Tripura	41.53
24.	Uttar Pradesh	2487.25
25.	West Bengal	1472.43
26.	A&N Islands	2.05
27.	Chandigarh	0.61

Sl. No.	State/UT	Resources allotted
		(Rs. in laksh)
1	2	3
28.	D&N Haveli	7.77
29.	Delhi	1.02
30.	Daman & Diu	10.00
31.	Lakshadweep	2.05
32.	Pondicherry	6.14
Total:		15738.47

Motorisation of Traditional Craft of Fishermen in Orissa

7326. SHRI LOKANATH CHOUDHARY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Union Government have received any request from Orissa Government for Central assistance for motorisation of traditional craft of fishermen;

(b) if so, the details thereof; and

(c) the decision taken by Union Government thereon?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): (a) to (c). During 7th Five Year Plan, Government of India have received requests from Government of Orissa for Central assistance for motorisation of Traditional Craft. Accordingly, Government of India have sanctioned motorisation of 500 traditional

craft in Orissa and released a Central grant of Rs.18.75 lakh under Centrally sponsored Scheme viz. Motorisation of Traditional Craft.

[Translation]

Electronic Telephone Exchanges in Rajasthan

7327. DR. KIRODI LAL MEENA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether proposals have been submitted to Government for setting up of electronic-telephone exchanges at Gangapur City and Hindon in Rajasthan;

(b) if so, the action taken by Government so far in this regard; and

(c) when the work of installing these exchanges is likely to commence?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) 2 Units 512 Port C-DOT at Gangapur city and 1500 lines MAX-I C-DOT at Hindon have been allotted for the year 1990-91 and 1993-94 respectively.

(c) The proposed exchanges at Gangapur city is likely to be commissioned during 1991-92 and MAX-I C-DOT exchange at Hindon city by the end of the 8th Plan period, subject to availability of equipment.

[English]

Development of Cochin Shipyard

7328. SHRI S. KRISHNA KUMAR: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the present capacity of the Cochin Shipyard for building and repair of ships;

(b) the details of the ships built so far in this yard;

(c) whether there is any proposal to develop this shipyard during the Eighth Plan; and .

(d) if so, the details thereof?

THE MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRIISHNAN): (a) The present installed capacity of CSL is 1,50,000 DWT in Shipbuilding and 1 million GRT in Ship repair per annum.

(b) Five Panamax Bulk Carriers of 75,000 DWT each have been built and delivered by CSL. The first vessel of the series of 86,000 DWT Crude Oil Tankers is nearing completion.

(c) and (d). The Working Group on Shipping, Shipbuilding and Ship repair etc. for the Eighth Plan has recommended a total outlay of Rs.160.50 crores for the following new development schemes of Cochin Shipyard:—

STATEMENT			(Rs. Crores)
Name of the Scheme			8th plan Requirement
Total Estimated Cost			
1	2	3	
1.	Addl. Shiprepair facilities	50.00	50.00
2.	Facilities for Naval Construction	15.00	10.00
3.	Modernisation, Renewals & Replacements	5.00	5.00
4.	Addl. Shipbuilding Facilities	100.00	75.00
5.	Township Phase II	15.00	15.00

(Rs. Crores)

Name of the Scheme	Total Estimated Cost	8th plan Requirement
1	2	3
6. Augmentation of Training Facilities Phase II	2.50	2.50
7. Computerisation	3.00	3.00
Total	190.50	160.50

The actual implementation of these schemes will depend on whether these are finally included in the Eighth Plan.

Cashewnuts Scheme in Kerala

7329. SHRI S. KRISHNA KUMAR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether a Centrally Sponsored Scheme for cashewnuts is in operation in Kerala;

(b) if so, the details thereof;

(c) the total amount allocated for this Scheme this year; and

(d) whether the production of cash-

ewnuts has increased after this scheme has been implemented?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): (a) Yes, Sir. A Centrally Sponsored Scheme for cashewnut development has been in operation in Kerala during 7th Plan period. This programme is proposed to be implemented as Central Sector Scheme during this year.

(b) The Central Sector Scheme envisages the following programmes:—

<i>Sl. No.</i>	<i>Programme</i>	<i>Physical Target</i>
1	2	3
1.	Improvement of cashew by vegetative propagation and maintenance of scion banks (nos.)	13
2	Area expansion by planting clonal materials (area in ha.)	100
3.	Production and distribution of clonal materials (Numbers)	16000
4.	Laying out demonstration plots (No. of plots)	350

(c) The total amount proposed this year for the above programmes for Kerala is Rs 4.8 lakh.

(d) Yes, Sir. The overall production of cashewnut in the State has increased from 1.27 lakh metric tonnes in 1984-85 to 1.37 lakh metric tonnes in 1989-90 because of implementation of Centrally Sponsored Scheme and other developmental measures taken up.

(a) the number of persons appointed through Employment Exchanges in the Census Department of Maharashtra during 1980-81;

(b) the number out of them who are still working on ad-hoc basis; and

(c) whether Government propose to regularise their services?

AD HOC Employees in Census Department of Maharashtra

7330. SHRI S.B. THORAT: Will the Minister of HOME AFFAIRS be pleased to state:

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) 153 persons (including 66 on consolidated salary) were appointed.

(b) Only 22 out of 153 persons recruited through the Employment Exchange during 1980-81 are now working on ad-hoc basis.

(c) The Government will consider the question of regularisation of their services subject to the availability of regular posts and their eligibility and suitability for regular employment.

Maharashtra Bills Pending Assent of President

7331. SHRI S.B. THORAT: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the State Bills passed by the Maharashtra Legislature which have been received by Union Government upto 31 March, 1990 and are pending for the assent of the President; and

(b) the steps taken to expedite the assent on the pending bills?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) No Bills as passed by the Maharashtra State Legislature was pending, as on 31.3.90, for assent of the President.

(b) Does not arise.

[Translation]

Complaints Regarding Corruption and Irregularities in Postal Division, Bareilly

7332. SHRISANTOSH KUMARGANGWAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether complaints have been received about corruption and irregularities prevailing in Postal Division, Bareilly;

(b) if so, the details thereof; and

(c) the action being taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) No, Sir.

(b) and (c). Do not arise in view of (a) above.

Use of Milkers

7333. SHRISANTOSH KUMARGANGWAR: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government have examined the impact of the use of milkers on cattle;

(b) if so, the results of such study; and

(c) if its use is considered harmful, whether Government propose to ban the use of milkers?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

[English]

Kidnapping of Prominent Persons by JKLF Militants

7334. SHRI BANWARI LAL PUROHIT: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the JKLF militants in Kashmir Valley have kidnapped a good number of prominent persons in the valley during the past few months; and

(b) if so, the number of persons kidnapped and details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) and (b). Information is being collected and will be placed on the Table of the House.

Assistance to States under DPAP

7335. SHRI BALASAHEB VIKHE PATIL: Will the Minister of AGRICULTURE be pleased to state:

(a) the areas declared as drought prone areas during 1989-90, State-wise;

(b) whether any requests for Central assistance for providing relief in these areas have been received from State Governments recently; and

(c) if so, the details thereof and Government's reaction thereto?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI UPENDRA NATH VERMA): (a) No areas were declared as drought prone areas during 1989-90. However, during the year, the on-going Drought Prone Areas Programme continued to be implemented in 91 districts of 13 States based on the recommendations of the Task Force of DPAP(1982), as modified by the Inter Departmental Group (1984).

(b) and (c). During 1989-90, the State Governments of Jammu and Kashmir Madhya Pradesh, Rajasthan and Uttar Pradesh sought Central assistance for drought relief in respect of 80 districts as given in the statement below. Based on the recommendations of the Central Team and the High Level Committee on Relief, Ceilings on expenditure were approved to these States for 1989-90, as per details given below:—

(Rs. in crores)

<i>Sl. No.</i>	<i>State</i>	<i>Ceiling approved</i>
1	2	3
1.	Jammu & Kashmir	6.24 (including 3.64 for 1990-91)
2.	Madhya Pradesh	18.17
3.	Rajasthan	16.77
4.	Uttar Pradesh	14.55

STATEMENT

Names of the Districts affected by post Monsoon Drought-1989 (As reported by States)

- I. **JAMMU & KASHMIR:**
1. Anantnag

2. Budgam
3. Baramulla
4. Kumwara
5. Pulwama

6. Srinagar

7. Jammu

8. Kathua

9. Udhampur

10. Doda

11. Rajouri

12. Poonch

II. *MADHYA PRADESH:*

1. Durg

2. Dhar

3. Rajgarh

4. Bilaspur

5. Shivpuri

6. Shajapur

7. Khandwa

8. Balaghat

9. Tikamgarh

10. Rajnandgaon

11. Guna

12. Raipur

13. Rewa

14. Morena

15. Gwalior

16. Chhatarpur

III. *RAJASTHAN:*

1. Ajmer

2. Alwar

3. Banswara

4. Barmer

5. Bhilwara

6. Bikaner

7. Bundi

8. Churu

9. Dholpur

10. Dungarpur

11. Ganganagar

12. Jaipur

13. Jaisalmer

14. Jalore

15. Jhalawar

16. Jhunjhunu

17. Jodhpur

18. Kota

19. Nagaur

20. Pali

21. Sawai Madhopur

22. Sikar

23. Sirohi

24. Tonk

25. Udaipur

IV. *UTTAR PRADESH:*

1. Agra

2. Allahabad

3. Aligarh

4. Banda

5. Bareilly

6. Bijnor

7. Etah

8. Fatepur

9. Ferozabad

10. Farukhabad

11. Ghaziabad

12. Hamirpur

13. Hardoi

14. Jalaun

15. Jhansi

16. Kanpur Dehat

17. Kanpur Nagar

18. Lalitpur

19. Mainpuri

20. Mathura

21. Meerut

22. Moradabad

23. Muzzafarnagar

24. Rae Bareilly

25. Shahjahanpur

26. Sultanpur

27. Unnao.

*[Translation]***Cooperation Between India and Portugal**

7336. SHRI RAJVEER SINGH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the issues which are under consideration at present between India and Portugal for extending bilateral cooperation; and

(b) the extent to which both the countries are likely to be benefitted as a result of cooperation in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI I.K. GUJRAL): (a) and (b). India and Portugal are interested in strengthening bilateral cooperation in all fields, including political, economic, commercial and cultural for mutual benefit. Contacts between the two countries are taking place on a continuing basis in these different fields.

*[English]***Development of Fisheries in Maharashtra**

7337. SHRI VASANT SATHE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether special financial assistance is proposed to be provided to Maharashtra State during 1990-91 for promotion and development of fisheries; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR):

(a) No, Sir.

(b) Does not arise.

Review of Central Sector Centrally Sponsored Scheme

7338. SHRI VASANT SATHE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government propose to review the Central Sector sponsored

schemes currently in operation in the field of Agricultural and Rural Development with a view to avoid over lapping and for greater integrated planning; and

(b) if so, the action taken/proposed in this regard and the tentative allocation of funds for the current years?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR):

(a) and (b). Both Central Sector and Centrally Sponsored Schemes in operation in the field of agriculture and rural development are being regularly reviewed by the respective Departments in consultation with State Governments and Planning Commission.

The current allocation of funds for Central and Centrally Sponsored Scheme for the year 1990-91 is as follows:

1.	Department of Agriculture and Cooperation	—	Rs.905.00 crore
2.	Department of Rural Development	—	Rs.3033.75 crore

Opening of Post Offices in Rajasthan

tracts; and

7339. SHRIMATI VASUNDHARA RAJE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of Post Offices opened, upgraded in Rajasthan during the Seventh Plan;

(b) the number of new Branch Post Office proposed to be opened and existing Post Office proposed to be upgraded in that State during the Eighth Plan;

(c) the number out of them proposed to be opened in Dholpur and Jhalawar Dis-

(d) the details of locations thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) 175 Post Offices were opened and 10 post offices upgraded in Rajasthan during the Seventh Plan period.

(b) The draft Eighth Plan of the Department has not yet been approved by the Planning Commission.

(c) and (d). Do not arise at this stage.

Coconut Research Station in Chickmagalur District of Karnataka

7340. SHRI D.M. PUTTE GOWDA:
Will the Minister of AGRICULTURE be
pleased to state:

(a) whether there is any proposal to set
up a Coconut Research Station near Kadur
Taluk of Chickmagalur district in Karnataka
State;

(b) if so, the details thereof; and

(c) the action taken by Government in
this regard?

THE DEPUTY PRIME MINISTER AND
MINISTER OF AGRICULTURE (SHRI DEVI
LAL): (a) No, Sir.

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

[Translation]

Fertilizer Plants in Public Sector

7341. SHRI ISHWAR CHAUDHARY:
Will the Minister of AGRICULTURE be
pleased to state:

(a) the details of fertilizer plants in the
public sector which had negligible produc-
tion during 1988-89 and 1989-90;

(b) the reasons therefore; and

(c) the steps being taken to make these
plants function at their full capacity?

THE DEPUTY PRIME MINISTER AND
MINISTER OF AGRICULTURE (SHRI DEVI
LAL): (a) The details of fertilizer plants in the
public sector which had negligible produc-
tion in relation to the installed capacity during
1988-89 and 1989-90 are given below:—

(‘000 MT)

Name of the Company	Annual Installed Capacity	Production (N)	
		1988-89	1989-90
1	2	3	4
Fertilizer Corporation of India (FCI)			
Ramagundam	228	70.9	52.4
Talcher	228	28.5	73.4
Hindustan Fertilizer Corporation of India (HFC)			
Namrup—I	20	4.1	2.3
Durgapur	152	27.4	15.7
Barauni	152	65.5	36.7

(b) The main reasons for unsatisfactory production performance of these plants are design deficiency, power problems, equipment breakdowns, industrial relations problems, shortage of inputs etc.

(c) With a view to improving the performance of these plants several schemes for revamping, modernisation, installation of captive power plants, etc., are being formulated/implemented.

[English]

Looting in a Delhi Bank

7342. SHRI MANIKRAO HODLYA
GAVIT:
SHRI R.N. RAKESH:
SHRIMATI BASAVA RAJESHWARI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the news item appeared in 'The Hindustan Times' dated 7 April, 1990 under the heading 'Over 2 lakh Looted from Delhi Bank';

(b) if so, the details thereof;

(c) whether any arrests have been made in this regard;

(d) the outcome of the enquiry in each case; and

(e) the steps taken or proposed to be taken to strengthen the security at Banks?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) Yes, Sir.

(b) to (d). The information is given in the statement below.

(a) i) patrolling at the Banks has been intensified.

ii) banks which do not have armed guards have been asked to provide such guards.

iii) Bank employees have been asked to be more vigilant and advised to keep the alarm system in working condition.

The two cases of robbery reported in the Hindustan Times dated 7.4.90 were as under:—

(i) There persons made a futile attempt to rob the Syndicate Bank, Air Force Station, Palam, New Delhi on 6.4.90. A case FIR No.96 dated 6.4.90 u/s 394/397/398/307/401/120-B IPC and 25/27/54/59 Arms Act Police Station, Delhi Cantt has been registered. Four persons have been arrested.

(ii) Two persons were successful in robbing the State Bank of India, Sant Garh, Delhi on 6.4.90. A case FIR No.190/90 u/s 392/397 IPC Police Station Tilak Nagar has been registered. No arrest has been made so far.

Demonstration in Front of Bangladesh Visa Office in Agartala

7343. SHRI K.B.K. DEB BURMAN:
SHRI ANAND SINGH:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether a demonstration was held in front of Bangladesh Visa office in Agartala (Tripura) on 21 February, 1990, seeking repatriation of Chakma refugees from Bangladesh;

(b) if so, the Bangladesh Government's response thereto; and

(c) what is the total number of Chakmas in Tripura at present, and what is the Government's response in regard thereto?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) A demonstration was held in front of Bangladesh Visa Office in Agartala on 20th February, 1990.

(b) The Bangladesh Government's response is not known.

(c) There were 58,406 tribal refugees in various camps in Tripura as on 10th April, 1990. The Government of India have impressed upon the Bangladesh Government on many occasions, including the occasion of External Affairs Minister's recent visit to Bangladesh, to do everything possible to persuade the refugees to return.

Influx of Refugees from Bangladesh

7344. SHRI K.B.K. DEBBURMAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is considerable influx of refugees from Bangladesh into Tripura and other areas; and

(b) the number of refugees which came to India during the period since the present Government took over and the corresponding period preceding it?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) There has been considerable influx of refugees from Bangladesh into Tripura.

(b) During 1990, 237 fresh refugees crossed over to Tripura. During the corre-

sponding period preceding it, the total influx was 1167.

Problems Due to Refugees in Tripura

7345. SHRI K.B.K. DEBBURMAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether presence of refugees in Tripura presents multi-dimensional problem affecting employment potential, security, economy and food supplies:

(b) the Government's assessment in this regard; and

(c) the measures taken by Government to preserve the cultural identity of the tribal and other citizens of India in Tripura vis-a-vis the refugees?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) and (b). The prolonged presence of tribal refugees from Bangladesh in Tripura apart from causing financial burden and pressure on administrative machinery has presented other problems such as social tension, denudation of forests in the vicinity of camps etc.

(c) Refugees have been accommodated in camps and do not affect the cultural identity of tribal population and other citizens of India in Tripura.

[Translation]

Production of Wheat, Paddy and Pulses

7346. SHRI HARSH VARDHAN: Will the Minister of AGRICULTURE be pleased to state:

(a) the State-wise per hectare production of wheat, paddy and pulses during the last three years;

(b) whether Government have formulated any scheme to increase production of these crops; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR):

(a) A statement showing the per hectare yield of wheat, rice and pulses during the last three years is given below.

(b) and (c). Yes, Sir. The following schemes are being implemented to increase the production of these crops:—

(i) Centrally Sponsored Integrated

Programme for Rice Development.

(ii) Special Foodgrains Production Programme—Wheat.

(iii) Central Sector Scheme for Minikit programme of rice and wheat including propagation of new technology.

(iv) Centrally Sponsored National Pulses Development project; and

(v) Special Foodgrains Production Programme—Pulses.

STATEMENT

Crop : Wheat

Sl.No.	State/UT	Yield in kg. per hectare			
		1986-87	1987-88	1988-89	
1	2	3	4	5	
1.	Assam	1048	1076	1151	
2.	Bihar	1155	1539	1684	
3.	Gujarat	2100	1825	2331	
4.	Haryana	2837	2808	3406	
5.	Himachal Pradesh	1213	937	1374	
6	Jammu & Kashmir	889	1012	1012	

Crop : Wheat

Sl.No.	State/UT	Yield in kg. per hectare				
		1986-87	1987-88	1988-89		
1	2	3	4	5		

MAY 3, 1990

7.	Karnataka	525	528	687		
8.	Madhya Pradesh	1218	1240	1283		
9.	Maharashtra	729	864	1187		
10.	Orissa	1620	1552	1760		
11.	Punjab	2966	3540	3668		
12.	Rajasthan	1845	1897	2240		
13.	Sikkim	1617	1580	1534		

Crop : Wheat

Sl.No.	State/UT	Yield in kg. per hectare				
		1986-87	1987-88	1988-89		
1	2	3	4	5		
14.	Uttar Pradesh	1932	1979	2250		
15.	West Bengal	1716	1801	2083		
16.	Delhi	2903	2874	3111		
	ALL INDIA	1916	2002	2241		

Crop : Rice

Sl.No.	State/UT	Yield in kg. per hectare				
		1986-87	1987-88	1988-89		
1	2	3	4	5		

1.	Andhra Pradesh	1905	2210	2571		
2.	Arunachal Pradesh	1078	1150	1150		
3.	Assam	1043	1163	1060		
4.	Bihar	1126	916	1144		
5.	Goa	1649	2100	2409		
6.	Gujarat	872	806	1617		
7.	Haryana	2457	2323	2399		
8.	Himachal Pradesh	1101	844	1037		

Crop : Rice

Sl.No.	State/UT	Yield in kg. per hectare				
		1986-87	1987-88	1988-89		
1	2	3	4	5		
9.	Jammu & Kashmir	2210	1599	2195		
10.	Karnataka	1984	1809	2034		
11.	Kerala	1708	1717	1750		
12.	Madhya Pradesh	873	966			
13.	Maharashtra	1147	1250	1716		
14.	Manipur	1469	1641	1913		
15.	Meghalaya	910	1018	963		
16.	Mizoram	948	1014	1073		

Crop : Rice

Sl.No.	State/UT	Yield in kg. per hectare				
		1986-87	1987-88	1988-89		
1	2	3	4	5		
17.	Nagaland	693	702	1048		
18.	Orissa	1100	856	1228		
19.	Punjab	3329	3164	2772		
20.	Rajasthan	881	495	1422		
21.	Sikkim	1081	1152	1033		
22.	Tamil Nadu	2727	2786	2962		
23.	Tripura	1492	1598	1643		
24.	Uttar Pradesh	1355	1354	1728		

Crop : Rice

Sl.No.	State/UT	Yield in kg. per hectare				
		1986-87	1987-88	1988-89		
1	2	3	4	5		
25.	West Bengal	1574	1693	1878		
26.	A & N Islands	2331	1584	1844		
27.	D & N Haveli	1673	1504	1504		
28.	Pondicherry	2141	2283	2431		
	ALL INDIA	1471	1465	1688		

Sl.No.	State/UT	Yield in kg. per hectare		
		1986-87	1987-88	1988-89

1	2	3	4	5
1.	Andhra Pradesh	434	435	449
2.	Assam	419	461	420
3.	Bihar	697	664	688
4.	Gujarat	332	296	635
5.	Haryana	698	423	926
6.	Himachal Pradesh	200	102	176
7.	Jammu & Kashmir	675	407	634
8.	Karnataka	356	381	320

Crop : Pulses

Sl.No.	State/UT	Yield in kq. per hectare				
		1986-87	1987-88	1988-89		
1	2	3	4	5		
9.	Kerala	718	727	735		
10.	Madhya Pradesh	523	536	562		
11	Maharashtra	344	466	519		
12.	Orissa	537	494	560		
13	Punjab	795	623	766		
14.	Rajasthan	295	263	553		
15.	Sikkim	1063	678	1042		
16	Tamil Nadu	416	509	387		

Crop : Pulses

Sl.No.	State/UT	Yield in kg. per hectare				
		1986-87	1987-88	1988-89		
1	2	3	4	5		
17.	Uttar Pradesh	853	795	904		
18.	West Bengal	564	625	674		
	ALL INDIA	506	515	589		

[English]

Decentralisation in Telecom Policy

7347. SHRI K.S. RAO:
SHRI MANORANJAN
BHAKTA:
SHRI DILIP SINGH JU DEO:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government propose to introduce 'decentralisation' in its telecom policy;

(b) if so, the details thereof and the objective behind the policy of decentralisation;

(c) whether as a consequence, Government propose to ask both the public and private sectors to allocate funds for telecommunications projects; and

(d) if so, the details thereof and the spheres earmarked for private sector in telecommunications?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) There is no proposal to introduce 'decentralisation' in telecom. policy.

(b) to (d). Question does not arise in view of reply to (a) above.

Construction of Kumbalangi-Perumpadappu Bridge In Cochin

7348. PROF. K.V. THOMAS: Will the

Minister of SURFACE TRANSPORT be pleased to state:

(a) the progress made in the construction of Kumbalangi Perumpadappu bridge in Cochin under Central Road Fund;

(b) whether there is an undue delay in the construction of the bridge; and

(c) the steps taken to speed up the construction of the bridge?

THE MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRISHNAN): (a) The State Government of Kerala is responsible for construction of this bridge. According to them, the work on foundation of the bridge is in progress.

(b) and (c). There has been delay in construction of the bridge since the design of foundations had to be revised based on confirmatory borings taken at the time of execution. A revised estimate for the work based on the redesign of the foundations has been formulated for sanction by the State Government.

Ships Called on at Major Ports

7349. PROF. K.V. THOMAS: Will the Minister of SURFACE TRANSPORT be pleased to state the number of ships called on at major ports during 1989-90, port-wise?

THE MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRISHNAN): The number of ships which called at major ports during 1989-90, is given below:

<i>Port Trust at</i>	<i>No. of Ships</i>
1	2

<i>Port Trust at</i>	<i>No. of Ships</i>
<i>1</i>	<i>2</i>
Cochin	816
Madras	2,777
Calcutta including Haldia Dock Complex	1,349
New Mangalore	400
Bombay	2,154
Jawaharlal Nehru Port SHEVA	99
Kandla	1,013
Paradip	260
Tuticorin	633
Visakhapatnam	838

Container Traffic at Cochin Port

7350. PROF. K.V. THOMAS: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the container traffic handled by Cochin Port during the last three years;

(b) whether the earnings from handling containers are increasing;

(c) if not, the reasons therefor; and

(d) the steps taken to increase the container traffic at Cochin Port?

THE MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRISHNAN): (a) During the years 1987-88, 1988-89 and 1989-90 the tonnage of containerised cargo

handled was 225508, 239697 and 259279 tonnes respectively.

(b) Yes, Sir.

(c) Does not arise.

(d) Some of the steps which have been initiated in this regard are:—

- 1) Conversion of existing 2 wharf berths into a fullfledged container terminal with a draft of 10.7 metres.
- 2) Procurement of container handling equipments like gantry cranes, rubber tyre transfer cranes, Tractor, Heads, forklift trucks etc.

- 3) Construction of a new container freight station.
- 4) Creation of additional capacity for storage of containers.
- 5) Provision of computer facility at these berths.

Wadhwa Committee Report

7351. PROF. K.V. THOMAS: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether Government have examined the Wadhwa Committee report on Police-Lawyers row in 1988;

(b) if so, the findings of the Committee in detail; and

(c) the action taken to implement the recommendations of the Committee?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) Yes, Sir.

(b) and (c). The information is given in the statement below.

STATEMENT

The Government have generally accepted the findings/recommendations of Justice Wadhwa Committee. Action taken on the findings/recommendations is indicated below:

Finding: Arrest of Shri Rajesh Agnihotri, Advocate on 15.1.88 was legal and justified. His handcuffing, however, was illegal.

Action taken: It has been decided to initiate departmental action

Finding:

Action taken:

Findings:

Action taken:

Finding:

against the officials responsible for handcuffing the accused.

There was an indiscriminate and unjustified lathi charge at Tis Hazari on 21.1.88. This resulted in injuries to lawyers and also some press correspondents and photographers.

The lathi-charge was ordered at the instance of DCP (NORTH) without any lawful excuse.

It has been decided to initiate departmental action against the officials concerned.

The case FIR No.20/88 under sections 147,148,149,332.353, 186, 427 IPC - PS Subzimandi registered on 21.1.88 against 16 lawyers should be withdrawn.

The Government entrusted the investigation of the case relating to the incident of 21.1.1988 to the CBI on the recommendations made by the Committee in their interim Report. A decision on the recommendations made by the Committee in its final Report to withdraw the case will be taken on the report of investigation by the C.B.I.

The police was actively involved in organising the mob and its transportation to Tis Hazari Court complex on 17.2.88. The mob was

brought by Shri Rajesh Yadav, Municipal Councilor in active connivance with Smt. Kiran Bedi. The crowd was allowed by the police to indulge in vandalism without any check. There was failure on the part of the police officials in not controlling the crowd in time and not taking action against any one is the crowd and cognizable offences were committed.

Action taken: It has been decided to initiate departmental action against the officials concerned.

Finding: The lawyers who suffered injuries and also those who suffered because of mob violence in the Court premises on 17.2.88 should be compensated.

Action taken: The recommendation of the Committee has wide financial implications and a decision will be taken after examining all aspects of the matter.

Finding: The conduct of a section of lawyers, when secret ballot was in progress to ascertain whether the strike in the Supreme Court should continue, in snatching the ballot boxes and manhandling certain members of the Supreme Court Bar Association who wanted to appear in the Court, was highly reprehensible.

Militancy has no place in the

legal profession committed to the rule of law. The Bar Association is not a trade union and strike by the lawyers should be an anathema. Strike by lawyers amounts to denial of justice to litigants. It is the duty of the lawyers to see that the judicial system which is one of the three pillars of democracy is strengthened and justice reaches all in the shortest possible time. The senior members of the Bar could contribute more in preventing frequent strikes by lawyers.

Action taken: The Delhi Administration has been directed to transmit the observations made by Justice Wadhwa to the concerned Bar Associations and other forums concerned.

Memorandum of Understanding Signed for Import of Telecommunication Equipments

7352. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether his predecessor visited some foreign countries since 1 January, 1990; if so, the details thereof;

(b) whether Memorandum of understanding were signed with any country during such visits;

(c) if so, the details thereof;

(d) whether any equipment/know how connected with modern communication system is proposed to be imported; and

(e) if so, th details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Yes, Sir. Shri Unnikrishnan, Minister of Surface Transport and Communication visited Chile and Brazil in March 1990.

(b) No, Sir.

(c) to (e). Not applicable in view of answer to (b) above.

Tamil Refugees from Sri Lanka

7353. SHRI MULLAPPALLY RAMACHANDRAN:

SHRI SRIKANTHA DATTA
NARASIMHARAJA
WADIYAR:

SHRI GOPI NATH GAJAPATHI:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) what were the reasons for Tamil Nadu Government refusing to grant refuge to the Tamil refugees from Sri Lanka; and

(b) what were the circumstances that led to the refugees being housed in Orissa?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) The Government of Tamil Nadu refused to accept the Tamil refugees from Sri Lanka, as they apprehended that their presence will pose a law and order problem for the State Government.

(b) The Government of India, in consultation with the Government of Orissa, decided to house these refugees in Koraput District (Orissa), as necessary infrastructure facilities were available there.

Telephone Connections in Orissa

7354. SHRI ANADI CHARAN DAS: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the total number of applications for telephone connections pending in Orissa, district-wise;

(b) the number of connections given year-wise during the last three years;

(c) when the backlog is likely to be cleared; and

(d) the steps taken to improved and modernise the telecommunication system in Orissa?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) and (b). The information is given in the statement below.

(c) Subject to availability of resources, most of the present backlog is likely to be cleared progressively during 1990-91 and the rest in 1991-92.

(d) Improvement and modernisation programme for Orissa includes the following:—

(i) Automatisation of all local manual exchanges.

(ii) Replacement of all life expired, worn out and unserviceable equipments.

(iii) Induction of electronic equipments.

(iv) Ducting of underground cable system.

(v) Expansion of the network to

provide telephones practically on demand in all local exchange systems with capacity upto 5000 lines and to contain the waiting period on an average to one year in local exchange systems with a capacity of more than

5000 lines by the end of 8th Plan period. Necessary programme is drawn up on year to year basis in keeping with the availability of funds and equipment each year.

STATEMENT

(a)

<i>Sl. No.</i>	<i>Name of the District</i>	<i>No. of pending applicants for telephone connections as on 31.3.1990</i>
<i>1</i>	<i>2</i>	<i>3</i>
1.	Balasore	275
2.	Bolangir	15
3.	Cuttack	1244
4.	Dhenkanal	80
5.	Ganjam	352
6.	Kalahandi	52
7.	Keonjhar	63
8.	Koraput	182
9.	Mayurbhanj	85
10.	Phulbani	—
11.	Puri	1990
12.	Sambalpur	213
13.	Sundargarh	193
Grand Total		4744

(b)

<i>Sl. No.</i>	<i>Year</i>	<i>No. of telephone connections provided</i>
<i>1</i>	<i>2</i>	<i>3</i>
1.	1987-88	3456
2.	1988-89	7014
3.	1989-90	8454
		18924

Telephone Connections in Andaman and Nicobar Islands

7355. SHRI MANORANJAN BHAKTA:
Will the Minister of COMMUNICATIONS be
pleased to state:

(a) the number of applicants waiting for
telephone connections at Andaman and
Nicobar Islands as on 28 February, 1990;
and

(b) the action proposed by Government
to provide the telephone connections to all
the applicants?

THE MINISTER OF STATE OF THE
MINISTRY OF COMMUNICATIONS (SHRI
JANESHWAR MISHRA): (a) 664.

(b) It has been planned to wipe out the
existing waiting list during initial years of the
8th Plan and to make telephone connections
available practically on demand for the Is-
lands of Andaman & Nicobar by the end of
8th plan.

Appointment of Directors in C-DOT

7356. SHRI JANARDHAN POOJARY:
Will the Minister of COMMUNICATIONS be
pleased to state:

(a) whether Government have ap-
pointed two new directors in C-DOT in place
of the two who were removed in March,
1990; and

(b) if so, the details of the bye laws,
rules and regulations of C-DOT under which
they have been appointed?

THE MINISTER OF STATE OF THE
MINISTRY OF COMMUNICATIONS (SHRI
JANESHWAR MISHRA): (a) Yes, Sir, tem-
porary.

(b) Rule 14 of C-DOT Rules and regu-
lations regarding appointment of Executive
Director and Director is reproduced below:

Rule 14 — Appointment of Executive
Director, Directors:

"The appointment of Executive Direc-
tor and Directors shall be made by
invitation by the Committee with the
approval of the Chairman of the Coun-
cil. Subject to the provisions of Rule
17, the Executive Director and Direc-
tors shall normally hold office for a
period not exceeding five years at a
time. Their emoluments, allowances
and other conditions of service shall be
fixed by the Council."

Copy of Memorandum of Association, Rules and Regulations and Bye-Laws of C-DOT will be kept in the Parliament Library.

Construction of a Coal Berth at Paradip Port

7357. SHRI D. AMAT: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Paradip Port may loose substantial business if a separate coal berth is not constructed there;

(b) if so, whether there is any proposal for construction of such berth;

(c) if not, the reasons therefor; and

(d) the total quantity of coal imported and exported through Paradip Port per annum?

THE MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRIISHNAN): (a) and (b). A study for setting up mechanised coal handling facilities for coastal movement of thermal coal from Paradip has been made. This includes construction of berths also.

(c) Does not arise.

(d) The provisional figures of total quantity of coal handled during 1989-90 are as under;—

(in lakh metric tonne)

(i)	Import (Un loaded)	14.00
(ii)	Export (loaded) (Coastal movement)	12.91

Leaf-Rot Disease Affecting Coconut Production in Kerala

7358. PROF. P.J. KURIEN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the production of Coconut in Kerala has suffered on account of the leaf-rot disease;

(b) if so, the annual loss occurring due to this disease;

(c) whether any effective remedy has been found for this disease; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): (a) Yes, Sir.

(b) Annual loss due to leaf-rot disease has not been estimated separately. However, this disease is invariably found to be associated with the root-wilt disease prevalent in Kerala for which the annual loss estimated is 968 million nuts.

(c) Yes, Sir.

(d) Sequential spraying with Bordeaux mixture (1%), Dithane M-45 (0.3%), and Fytolan (0.3%) ensures effective control of the leaf-rot disease.

Proposals for Declaration of National Highways

7359. PROF. P.J. KURIEN:

SHRI H.C. SRIKANTIAH:

SHRI THAN SINGH JATAV:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there are demands for declaration of National Highways from different parts of the country;

(b) if so, the particulars of the proposals received from various State Governments for declaration of State roads as National Highways, State-wise; and

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

THE MINISTER OF SURFACE TRANSPORT (SHRI K.P. UNNIKRISHNAN): (a) Yes, Sir.

(b) Proposals for construction of National Highways are received from State

Governments and Administration of Union Territories and various other organisations from time to time. A list of such proposals received from the States/U.T. Governments during the last two years (1.4.88 to 31.1.90) are given in statement-I below.

(c) In February, 1989, Five State Roads were declared as National Highways as indicated in statement below. This list includes four roads for which proposals were received during the last two years. The inclusions of other roads into National Highway network as proposed by the State Governments would depend on inter-se priorities and allocation of funds for the purpose in Eighth Five Year Plan.

STATEMENT-I

<i>Sl.No.</i>	<i>Name of State Road</i>
1	2

(i) Andhra Pradesh

1. Vijayawada to Machilipatnam
2. Nellore to Hubli via Gooty
3. Kakinada to Jagadalpur via Rajamundry, Bhadrachalam
4. Hyderabad to Venkatapuram via Warangal, Nagaram
5. Nizamabad to Jagadalpur via Warangal, Nagaram
6. Ongole to Raichur via Cuddalur-Nandyal-Kurnool-Uppal
7. Chittoor to Bhadrachalam via Cuddapah-Markapur-Macherla-Nagarjunasagar-Khammam
8. Hyderabad to Chandrapur via Karimagar-Mancheriyal connecting NH-4 & NH-7.
9. Bhadrachalam-Chintur-Sileru-Chintapally-Padarn-Araku-Vijayanagaram-Palakonda and Srikakulam on NH-5

<i>Sl.No.</i>	<i>Name of State Road</i>
1	2
(ii)	Arunachal Pradesh
10.	Nardupet-Tirupathi-Chittoor connecting NH-5 & NH-4.
(iii)	Assam
1.	Passighat-Pangin
2.	Const. of alternate N.H. from Bhaicabkund-Assam-Bhutan-Arunachal Pradesh Tri-Junction to connect N.H. 52.
(iv)	Bihar
1.	Manju-Diphu-Lumding-Haflong-Silchar
2.	Link portion of Tezpur-Jamguri
1.	Patna-Hazipur-Muzaffarpur-Sitamarhi-Sursand-Bhitha More.
2.	Muzaffarpur-Darbhanga-Forbesgang-Purnea.
3.	Kora (N.H. 31)-Katihar-Pranpur-Maldah (N.H. 34).

<i>Sl.No.</i>	<i>Name of State Road</i>
1	2
4.	Arrah-Sasaram link road.
(v) Gujarat	1. Extension of Calcutta-Nagpur-Dhule N.H. No. 6 to Dhule-Surat-Hajira-linking upto N.H. No. 8 in Maharashtra and Gujarat States. 2. Malia-Jamnagar-Okha-Porbandar-Veraval-Diu-Bhavnagar-Karjan linking N.H. No. 8 near Vadodara. 3. Rajkot-Jamnagar-Vadinar Road. 4. Gandhinagar-Ahmedabad-Godhra-Dohal-Indore-Bhopal Road. 5. Extension of N.H. 15 to Bhuj-Kavda-India Bridge-Dharamshala upto India border. 6. Extension of N.H. 8-A from Kandla-Mandvi-Narayan Sarovar.
(vi) Haryana	1. Rohtak-Jhajjar-Rewari.

<i>Sl.No.</i>	<i>Name of State Road</i>
<i>1</i>	<i>2</i>
3.	Belgaum-Bijapur-Gulberga-Humnabad (to join N.H. No. 9).
4.	Belgaum-Begalkot-Raichur-Mehboobnagar in Andhra Pradesh.
5.	Tumkur-Arasikera-Shimoga-Sagar-Honnever (to join N.H. No. 17).
6.	Mysore-Manjargud-Gund-lupet-Ooty-Combatore (to join N.H. No. 14) in Tamil Nadu.
7.	Chitradurga-Holalkera-Chickmagalur-Madigera-Palthengadi-Bentwal-Mangalore (to join N.H. 17).
8.	Dharwal-Londa-Ahmed-Panaji (to join N.H. No. 17).
9.	Padubidri-Karkala-Sringeri-Thirthahalli-Shikaripur-Shiralkope-Hubli-Bagakot-Hungund.
10.	Sira (on N.H. No.4 Bangalore-Poona-Road)-Madhugiri-Gowribidanur-Chickbellapur-Chintamani-Srinivasapur-Mul-begal (N.H. No. 4 Bangalore-Madras-Road).
(x)	<i>Kerala</i>
1.	M.C. Road.

Sl.No.	Name of State Road
1	2
(xi)	Madhya Pradesh
1.	Khajuraho-Panna-Amanganj-Kalni
2.	Gandhinagar-Ahmedabad-Indore-Dewas-Bhopal
3	Indore-Neemuch-Chittorgarh-Ajmer-Nagam-Dikana
(xii)	Maharashtra
1	Solapur Osmanabad-Beed-Aurangabad-Dhule-Vadodara
2	Bombay-Ahmednagar-Nanded-Jagdapur
3	Ratnagiri-Solapur-Naapur
4	Western Coastal Highway
5	Surat-Dhule
6	Aurangabad Nanded-Hyderabad

Sl.No	Name of State Road
1	2
(xiii)	7. Indore-Amravati-Yeotmal-Chandrapur-Durg.
Meghalaya	
1.	Damse-Siju-Baghmara-Meheshkhola
2.	Jowai-Jarain-Dwki-Tamabil.
(xiv)	Orissa
1.	Gopalpur-Kharlar-Nawapara Raipur
2.	Panikoli-Keonjhar-Barbil-Rajamunda.
(xv)	Rajasthan
1.	Ajmer-Bhilwara-Chittorgarh-Ratlam-Indore
2.	Gurgaon-Alwar-Sariska-Dausa-Sawaimadhopur-Gwalior
3.	Dausa (on N H No 11) to Manoharpura (N H No 8)

<i>Sl.No.</i>	<i>Name of State Road</i>
1	2
(xvi)	<i>Sikkim</i>
	1. Damdim-Algarh-Gantok Road.
(xvii)	<i>Tamil Nadu</i>
	1. East Coast Road from Madras to Kanyakumari.
	2. Cochin-Madurai.
(xviii)	<i>Uttar Pradesh</i>
	1. L.R.P. Road (Bareilly-Amingaon).
	2. Lucknow-Rai Bareilly-Allahabad-Mirzapur-Robertsganj. Bhopal-Dudhi-Ranchi.
	3. Lucknow-Sultanpur-Paonta-Naham-Ambala.
	4. Lucknow-Bachhwarah-Lalgani-Fatehpur-Banda-Sagar-Bhopal.
	5. Pilibhit-Hardwar-Paon

Sl.No.		Name of State Road	
1		2	
6.		Ghaziabad-Meerut-Hardwar.	
7.		Gwalior-Jhansi-Khajuraho-Rewa	
8.		Gorakhpur-Nautanowa.	
9.		Raipur-Varanasi.	
10.		Ghaziipur-Ballia Chhapra-Hajipur	
11.		Ghaziabad-Aligarh-Kanpur (G. T. Road)	
(ix)		West Bengal	
1		Siliguri to Darjeeling	
2.		Asansol-Kharagpur.	
3.		Calcutta-Diamond Harbour	
4.		Nanda Kumar-Digha	
5		Kharagpur-Balasore	

<i>Sl.No.</i>	<i>Name of State Road</i>
<i>1</i>	<i>2</i>
<i>6.</i>	<i>Mokameh-Farakka</i>
<i>7.</i>	<i>Kora-Katiyar-Harishchandrapur-Farakka.</i>

STATEMENT-II

Sl.No.	Name of the route	N.H. No.	Total length (in Kms)
1	2	3	4
1.	Link Road from Manoharpura on N.H. 8 to Dausa on N.H. 11 in Rajasthan.	11-A	64.
2.	Beawar-Sirohi-Kandla Road.	14	450
3.	Nizamabad-Jagdalpur Road.	16	460
4.	Pathankot-Mandi Road.	20	220
5.	Cochin Madurai Road	40	280
Total : 1474			Kms.

**World Bank Project for Coconut and
Pepper Development**

7360. PROF. P.J. KURIEN: Will the Minister of AGRICULTURE be pleased to state:

(a) whether a World Bank assisted Project for the development of coconut and pepper is in operation in Kerala;

(b) if so, the details thereof; and

(c) the extent of benefit accrued to the growers of Kerala under this project?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR):
(a) No, Sir

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

[Translation]

**Recruitments in Indian Telephone
Industries Limited**

7361. SHRIKALPNATH SONKAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of persons recruited on various posts in Indian Telephone Industries Limited during the last two years and the criteria thereof;

(b) the percentage of persons among them belonging to Scheduled Castes and Schedules Tribes; and

(c) the recruitments likely to be made in the next one year?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Number of persons recruited to various groups of posts during the last two (Calendar) years are as follows —

Group	1988	1989
1	2	3
A	9	20
B	126	89
C	209	301
D	13	197
(Excluding Sanitary Personnel)		
Sanitary Personnel	—	19

Recruitments were made through open advertisements in respect of Groups 'A' and 'B' and through employment exchanges in respect of Groups 'C' and 'D'. Selection of

candidates possessing prescribed qualifications and experience were made by duly constituted Staff Selection Committees.

(b) Number of persons belonging to SC/

ST amongst the above and their percentages are indicated below:

Group	1988				1989			
	SC	%	ST	%	SC	%	ST	%
1	2	3	4	5	6	7	8	9
A	—	—	—	—	1	5.0	—	—
B	10	7.9	1	0.8	19	21.3	1	1.1
C	23	11.0	—	—	59	19.6	—	—
D	2	15.4	—	—	18	9.1	—	—
(Excluding Sanitary Personnel)								
Sanitary Personnel	—	—	—	—	19	100	—	—

(c) There will be no recruitment for Groups 'C' and 'D' posts in the next one year, except in Mankapur unit and in exceptional cases in other units due to surplus manpower available in the organisation who are to be redeployed. Recruitments to entry level of officers under Group 'R' and to certain Higher level grades in Group 'A' will be made depending upon vacancies and actual requirements in the different units.

[English]

Equipment for Extraction of Palm Oil

7362. SHRI M.M. PALLAM RAJU: Will the Minister of AGRICULTURE be pleased to state:

(a) whether crushing machines/equipment for the extraction of palm oil from palm fibre are imported or these are available indigenously;

(b) the names of indigenous manufactures and foreign suppliers of the equipment;

(c) whether Government have undertaken any study to estimate the requirements of crushing equipment over the next five years; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR):

(a) Palm Oil crushing/pressing equipments are at present imported from European countries mainly from Netherlands. These are not manufactured indigenously at present. However, Regional Research Laboratory, Trivandrum has fabricated a small hydraulic press of capacity 0.7 tonnes fresh fruit bunches per hour, but cannot be used for large scale extraction.

(b) M/s Pressweld Engineers, Bombay are the manufacturers of small hydraulic presses. The main foreign manufacturers of digester and screw press for extraction of palm oil are Using De Wecker, Luxembourg and Stock Amsterdam, Netherland. Equipments like three phase decanter and driers are manufactured by M/s Alfa Lavel, Sweden and Westfalia, Germany.

(c) and (d). Oil Palm India Limited, has made study to estimate the requirements of crushing equipment for the next five years. Departments of Biotechnology have also started studies to set up factories. Andaman and Nicobar Plantation Development Corporation have also taken action to set up palm oil extraction unit.

Computerisation of Consulates/Embassies

7363. SHRI M. M. PALLAM RAJU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government propose to computerize all the Consulates/Embassies abroad;

(b) if so, the details thereof; and

(c) the progress made so far in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI I.K. GUJRAL): (a) and (b). Government propose to use computers in Indian Missions and Posts abroad in a selective and phased manner in fields where such applications could increase efficiency. Consular, administrative, commercial and information work are, *inter alia*, appropriate areas for computerisation.

(c) Computers have been installed in a few Missions on a case-by-case basis.

Systems analyses are being initiated to work out details in a comprehensive manner.

Financial Assistance for Development of Kakinada Port

7364. SHRI M. M. PALLAM RAJU: Will the Minister of SURFACE TRANSPORT be pleased to state the amount of financial assistance proposed to be provided by Union Government for the development of Kakinada port during 1990-91?

THE MINISTER OF SURFACE TRANSPORT (SHRI K. P. UNNIKRISHNAN): The Asian Development Bank (ADB) has approved a loan of 60.2 million for the development of Kakinada Port to be made available to the Government of Andhra Pradesh through Government of India. After the formal agreement in this regard is signed between ADB and the Government of India, Government of India will make available the loan to the State Government of Andhra Pradesh in accordance with the procedures and formula existing for making available such loans to State Governments. As this loan would be in the nature of re-imbursement, the quantum of financial assistance would depend on the amount spent by the State Government.

Electronic Telephone Exchange in Gangtok

7365. SHRI NANDU THAPA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there has been any demand of electronic exchange for improvement of Telecommunication system in Sikkim, if so, the plans in this respect; and

(b) whether there is a plan/proposal to

instal a electronic exchange in Gangtok and the district headquarters of Sikkim, if so, the time set for this to commence functioning?

THE MINISTER OF STATE OF THE
MINISTRY OF COMMUNICATIONS (SHRI
JANESHWAR MISHRA): (a) Yes, Sir, and

the plan is as per given in the statement below.

(b) Yes, Sir. Progressively during the first two years of the 8th Plan subject to timely availability of equipment.

STATEMENT

Sl.No.	Name of the Exchange	Plan/proposed schemes	Proposed year of Commissioning
1	2	3	4
1.	Gangtok	2048 Port ILT	91-92
2.	Geyzing	128 Port C-DOT	1990-91
3.	Sington	128 Port C-DOT	1990-91
4.	Naya Bazar	200 lines ESAX-PAM	1990-91
5.	Rangpo	128 Port C-DOT	1990-91
6.	Rehnoek	128 Port C-DOT	1990-91
7.	Namche	128 Port C-DOT	1990-91
8.	Mangon	128 Port C-DOT	1990-91
9.	Pakyong	64 PMILT	1990-91

Sl.No.	Name of the Exchange	Plan/proposed schemes	Proposed year of Commissioning
1	2	3	4
10.	Melli	64 PMILT	1990-91
11.	Ravangla	64 PMILT	1990-91
12.	Sambaria	64 PMILT	1990-91
13.	Ranipool	64 PMILT	1993-94
14.	Soreng	64 PMILT	1992-93
15	Ranglibazar	64 PMILT	1994-95

The commissioning of electronic exchanges as planned above is subject to availability of equipment.

STATEMENT

<i>Sl. No.</i>	<i>Name of the Exchange</i>	<i>Plan/proposed schemes</i>	<i>Proposed year of Commissioning</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
1.	Gangtok	2048 Port ILT	91-92
2.	Geyzing	128 Port C-DOT	1990-91
3.	Sington	128 Port C-DOT	1990-91
4.	Naya Bazar	200 lins ESAC-PAM	1990-91
5.	Rangpo	128 Port C-DOT	1990-91
6.	Rehnock	128 Port C. DOT	1990-91
7.	Namche	128 Port C. DOT	1990-91
8.	Mangon	128 Port C. DOT	1990-91
9.	Pakyong	64 PMILT	1990-91
10.	Melli	64 PMILT	1990-91
11.	Ravangla	64 PMILT	1990-91
12.	Sombaria	64 PMILT	1990-91
13.	Ranipool	64 PMILT	1993-94
14.	Soreng	64 PMILT	1992-93
15.	Ranglibazar	64 PMILT	1994-95

The commissioning of electronic exchanges as planned above is subject to availability of equipment

Caprolactum Plant at Sindri

7366 SHRI A K. ROY. Will the Minister of AGRICULTURE be pleased to state:

(a) whether there is a proposal for

installing a caprolactum plant at Sindri (Dhanbad)

(b) if so, the details thereof; and

(c) the steps taken in this regard?

THE DEPUTY PRIME MINISTER AND MINISTER OF AGRICULTURE (SHRI DEVI LAL): (a) to (c). M/s Bihar State Industrial

Development Corporation (BSIDC) was given a letter of intent of July 5, 1985 for the manufacturer of 50,000 TPA of Caprolactum at Barauni, in State of Bihar. BSIDC requested for a change of location of this project from Barauni to Sindri in view of the availability of ammonia and other infrastructural facilities of the Fertilizer Corporation of India. Another request for a change of location of this project from Barauni to Bokaro was made in January, 1990.

Sale of Polypack Milk by Mother Dairy

7367. SHRIMATI SUBHASHINI ALI: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Mother Dairy had stopped the sale of milk in polypacks in 1986-87;

(b) if so, the reasons therefore;

(c) the details of contract labour declared surplus as a result thereof;

(d) whether Mother Dairy are now planning the sale of milk in polypacks through Haryana Dairy Development Federation;

(e) if so, whether staff declared surplus earlier will be re-employed; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR):

(a) Yes, Sir.

(b) Mother Dairy has been designed to handle milk through bulk vending system. The job of packing of Full Cream Milk was being carried out by the Dairy from a hired

premises as a temporary measure and by employing licenced contractor. The Dairy discontinued this temporary operation in July, 1987.

(c) Since the contract labourers were the employees of the contractor and not the employees of the Dairy, the question of declaring them surplus by the Dairy does not arise.

(d) The Mother Dairy has no plant and machinery for processing and packaging of milk in polypacks and, therefore, the question of sale of their polypack milk through Haryana Dairy Development Cooperative Federation (HDDCF) does not arise. However, there is a proposal from the HDDCF to market the milk processed and packed by that Federation through the Mother Dairy purely as a marketing arrangement.

(e) and (f). Do not arise in view of above.

Programme of Indian Artists Organised by ICCR

7368. SHRI PIYUS TIRAKY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the details of programme of Indian artists organised by the Indian Council for Cultural Relations in New Delhi during the last three years;

(b) the details of expenditure incurred thereon;

(c) whether such programmes are also organised by the Council's regional offices; and

(d) if not, the reasons therefor?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI I.K. GUJRAL): (a) and (b). The details of programmes of Indian artists organised by the ICCR in New Delhi during the last three years and the expenditure in-

curred thereon are given in the statement below.

(c) Yes, Sir.

(d) Does not arise.

STATEMENT

Indian Programmes Organised from April 1987 to March 1988

<i>Date</i>	<i>Details of Programmes</i>	<i>Venue</i>	<i>Expenditure</i>
1	2	3	4
1. 3.4.1987	Tridhara by Ms Yamini Krishnamurthi Sonal Mansingh, Shovana Narayan	FICCI	Rs. 79,123.00
2. 10.4.1987	Whistle concerts by Shri Kumarvelu Shiva Prasad	Azad Bhavan	Rs. 17,594.85
3. 24.4.1987	Bharatnatryam recital by Ms Shova Ramalingham	Azad Bhavan	Rs. 8,975.50
4. 29.4.1987	Repeated programme of Tridhara	FICCI	Rs. 47,509.35
5. 18.3.1988	Bharatnatya recital by the young disciples of Guru Adyar Lakshmanan	Azad Bhavan	Rs. 31,698.00

<i>Date</i>	<i>Details of Programmes</i>	<i>Venue</i>	<i>Expenditure</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
6. 25.3.1988	Kuchipudi recital by the disciples of Guru Vempati China Satyam	Azad Bhavan	Rs. 33,508.00
			Rs. 2,18,408.70

Indian Programmes Organised from April 1988 to March 1989

<i>Date</i>	<i>Details of Programmes</i>	<i>Venue</i>	<i>Expenditure</i>
			<i>Rs.</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
1. 06.04.88	Qdissi Dance by Ilena Citaristi	Azad Bhavan	40747
2. 08.04.88	Punjabi Folk Song by Shri Asa Singh Mastana and group	Azad Bhavan	14880

<i>Date</i>	<i>Details of Programmes</i>	<i>Venue</i>	<i>Expenditure Rs.</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
3. 09.04.88	Duet concert by Igor Farlov (violin) and Ustad Amjad Ali Khan (Sarod)	FICCI Auditorium	56546
4. 13.04.88	Shruteulaya-Dr. Karakudy R. Mani Dr. N. Ramani, Sh. Hari Shankar	FICCI Auditorium	32878
5. 15.04.88	Sh. Rajan and Sajan misra (Vocal recital) and Pt. Hanuman Misra (Sarangji recital)	Azad Bhavan Auditorium	19406
6. 20.04.88	Dance Drama by the group of Krishnaveni Lakshmanan (Nal Damyanti)	FICCI Auditorium	43708
7. 26.04.88	Kathak by Malvika Sarkar (Cancelled)	—	12291

<i>Date</i>	<i>Details of Programmes</i>	<i>Venue</i>	<i>Expenditure Rs.</i>
1	2	3	4
8. 27.04.88	Dance Drama by Chitra Visweswaran	FICCI Auditorium	48953
9. 30.04.88	Innovative Dance by Ms Daksha Sheth	Sri Ram Centre	22784
10. 02.05.88	Dance Drama by Ms Manjushri Chaki Sircar	FICCI Auditorium	17171
11. 6,7,8.5.88	Magic shows in collaboration with Indian Brotherhood Magicians	Azad Bhavan (Ticketed shows)	24787
12. 17.05.88	Calcutta Puppet Theatre by Shri Suresh Dutta (Cancelled)	Azad bhavan	500
13. 20.5.88	Vocal Recital by Ustad Hafeez Ahmed Khan & Ms Alaknanda Patel, Rajendra Prasanna	FICCI Auditorium	36400

<i>Date</i>	<i>Details of Programmes</i>	<i>Venue</i>	<i>Expenditure Rs.</i>
1	2	3	4
14. 23.5.88	Screening of Film 'Khayal' based on Indian Music	Azad Bhavan	8900
15. 30.5.88	Bharatanatyam by Ms Saraswati Sundresan (Cancelled)	FICCI Auditorium	14801
16. 3.6.88	Bharatanatyam/Kuchipudi Dances by Shastri Sisters (Vasanthi, Uma & Bhagya Lakshmi)	Azad Bhavan Auditorium	23213
17. 2.8.88	Odissi by leading disciples of Guru Ramani Ranjan Jena	Kamani Auditorium	38918
18. 8.8.88	Vocal recital by Pt. Vinay Chandra Maudgalaya, Sh. Madhup Mudgal, Smt. Subha Mudgal Odissi by Smt. Madhvi Mudgal	Kamani Auditorium	38944
19. 26.8.88	Carnatic Vocal Music by	Azad Bhavan Auditorium	28043

Date	Details of Programmes	Venue	Expenditure Rs.
1	2	3	4
	Sh. Shankaran Namboodri		
20.	8.9.88 Choreographic Compositions by Ms Bharati Shivaji (Mohini Attam)	Kamani Auditorium	34213
21.	12.9.88 Experimental Choreography based on Sangam Poetry by Geetanjali Kollanad, Seema Aggarwal, Jamuna Krishna)	Shri Ram Centre	21672
22.	16.9.88 Vocal recital by Padma Talwalkar and Ulhas Kashalkar	Azad Bhavan Auditorium	33689
23.	20.9.88 Bharatanatayam recital by the leading disciples of Guru S.K. Rajaratnam (Ms Srinidhi Ranga- rajan Ms. Vidya Subramaniam,	FICCI Auditorium	41352

<i>Date</i>	<i>Details of Programmes</i>	<i>Venue</i>	<i>Expenditure Rs.</i>
1	2	3	4
	Nirupma Vaidyanathan, and Ms. Anuradha Jaganathan)		
24. 23.9.88	Sitar Recital by Shri Bimal Mukherjee	Azad Bhavan Auditorium	28528
25. 30.9.88	Bharatanatyam by leading disciples of Smt. Lalitha Srinivasan	FICCI Auditorium	40422
26. 7.10.88	Kathak recital by Ms Rani Karna and her leading disciples under Guru Shishya Parampara	Kamani Auditorium	35402
27. 10.10.88	Hindustani Classical vocal music by Pt. T.D. Janorikar and Dr. Suhasini Koratkar & Shri Sharad Pawar under Guru Shishya Parampara	Azad Bhavan Art Gallery	30647

Date	Details of Programmes	Venue	Expenditure Rs.
1	2	3	4
28. 12.10.88	Vocal recital by Pt. K.G. Ginde of Agra Gharana	Azad Bhavan Art Gallery	32885
29. 22.10.88	Odissi by Madhvi Mudgal	Ashoka Convention Hall	3320
30. 4.11.88	Sarod recital by Sh. Narendra Dhar and screening of Film 'Sarod' by Kumar Gogi	Azad Bhavan Auditorium	32930
31. 14.11.88	Special programme for delegation attending the conference 'Peace & Disarmament by Deboo Choudhury Jaya & Vanashree Rao	Ashoka Convention Hall	11085
32. 21.11.88	Special programme in honour of European Parliamentary delega- tion organised on Behalf of Lok Sabha by Kiran Segal	Parliament Annexe	5736

Date	Details of Programmes	Venue	Expenditure Rs.
1	2	3	4
33. 25.11.88	Special programme in honour of delegates to Afro Asian Conference arranged by Sh. Chandrajit Yadav. (Kathak by Sh. Durga Lal and Rajasthani Folk songs by Sh. Rahmat Khan Langa)	FICCI Auditorium	16245
34.	4.12.88 Programme by Kodavas group from Coorg in collaboration with IIC	IIC Lawns	23068
35.	7.12.88 Choreographic Compositions in Mohiniattam style by Ms Kanak Rele and her disciples under Guru Shishya Parampara	FICCI	26786
36.	8.12.88 Bharatnatyam recital by Ms Anandavali Sivanathan	Azad Bhavan Auditorium	58644

<i>Details of Programmes</i>		<i>Venue</i>	<i>Expenditure</i> <i>Rs.</i>
1	2	3	4
37. 9.12.88	Bharatnatyam by the leading disciples of Guru Udupi Laxminarayanan	Azad Bhavan Auditorium	
38. 10.12.88	Choreographic Compositions by Guru Mayadhar Raut (Odissi) and his leading disciples	FICCI Auditorium 28970	
39. 14.12.88	Choreographic Compositions in Kathak by Ms Veronique Azan and Prerna Shrivalli	Azad Bhavan Auditorium	26075
40. 15.12.88	Odissi & Kuchipudi recital by Jayarama Rao & Vanashree Rao	FICCI Auditorium	29889
41. 16.12.88	Odissi recital by Guru Durga Charan Ranbir and his leading disciples	Azad Bhavan Auditorium	32870
42. 20.12.88	Kathak recital by Ms Urmila	Azad Bhavan Auditorium	30494

<i>Date</i>	<i>Details of Programmes</i>	<i>Venue</i>	<i>Expenditure</i> <i>Rs.</i>
1	2	3	4
43.	23.12.88 Nagar accompanied by Sh. Zakir Hussain on Tabla Chhau Festival (1) Bharatiya Kala Kendra group (2) Mayurbhanj Chhau group (3) Ms Elena Citaristi	FICCI Auditorium	
44.	24.12.88 Chhau Festival (1) Ms Daksha Sheth (2) Seraikella Group of Braja Bhanu Singh Deo	FICCI	104789
45.	27.12.88 Hindustani vocal recital by	FICCI Auditorium	36456

<i>Date</i>	<i>Details of Programmes</i>	<i>Venue</i>	<i>Expenditure Rs.</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
46.	4.1.89 Smt. Gangu Bhai Hangal, Ms Krishna Hangal and one disciple of Smt. Hangal	Azad Bhavan Auditorium	24855
47.	7.1.89 Sarood & Sitar recital under Parivar Parampara series by Ustad Bahadur Khan, Bidyut Khan, Kirit Khan	Kamani Auditorium	26612
48.	15.1.89 Kathak recital by Sh. Pratap Pawar and Priya Pawar	FICCI Auditorium	41582
49.	16.1.89 Vocal recital by Dr. Balamurli Krishna	FICCI Auditorium	47290
	Dance Drama 'Gana Sudha Lahri' by Saraswati Sundresan and her leading disciples		

Date	Details of Programmes	Venue	Expenditure Rs.
1	2	3	4
50.	18.1.89 Kathak recital by disciples of Guru Munatal Shukla	Kamani Auditorium	19689
51.	23.1.89 Vocal recital by Sanghmeswar Gurav/Yashwant Joshi	Triveni Chamber Theatre	29565
52.	20.3.89 Programmes arranged for March 1989 Guru Shishya Parampara recital of Hindustani vocal music by Pt. Jitendra Abhishekh and his disciples	Azad Bhawan Art Gallery	30872.00
53.	24.3.89 Modern Dance by Astad Deboo	Kamani Auditorium	39886.00
54.	28.3.89 Odissi by Sanjukta panigrahi and vocal recital by Raghunath Pani-	FICCI Auditorium	49275.00

Date	Details of Programmes	Venue	Expenditure Rs.
1	2	3	4
55.	30.3.89 grahi under Parivar Parampara series Chhau Dances by Acharya Chhau Nrutya Bichitra	Azad Bhawan	38558.00
			16,38,188.00
			TOTAL

Indian Programmes Organised from April 1988 to March 1990

<i>Date</i>	<i>Details of Programmes</i>	<i>Venue</i>	<i>Expenditure</i>
<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
1. 9.4.1989	Odissi dance in memory of Late Guru Srinath Raut by his leading disciples	Azad Bhavan	Rs. 25,271.00
2. 10.4.1989	Sarod recital by Buddhadev Das- gupta	Azad Bhavan	Rs. 24,205.00
3. 21.4.1989	Mime performance Dutta of Padabili	Azad Bhavan	Rs. 24,240.90
4. 24.4.1989	Vocal recital by Pt. Rajabhan and Balasahib Poochwale	Azad Bhavan	Rs. 38,624.00
5. 28.4.1989	Kathak dance & Music recital by artists of Very Special Arts group	Azad Bhavan	Rs. 25,984.00
6. 5.5.1989	Dance Drama "Shanti Priya by	Kamani Hall	Rs. 39,300.00

<i>Date</i>	<i>Details of Programmes</i>	<i>Venue</i>	<i>Expenditure</i>
1	2	3	4
	Usha Venkateswaran		
7. 13.5.1990	Dhrupad recital	Azad Bhavan	Rs. 30,106.00
8. 19.5.1989	Ruchika Theatre	Kamani Hall	Rs. 51,500.00
9. 29.5.1989	Vocal recital by Pt. Jasraj	Kamani Hall	Rs. 38,159.00
10. 30.5.1989	Krishnattam by Guru Vayur Temple Theatre	Kamani Hall	Rs. 32,406.00
11. 12.6.1989	Vocal recital by Dr. M.R. Gautam	Azad Bhavan	Rs. 29,706.00
12. 21.6.1989	Programme in honour of visiting Pakistani delegation	Azad Bhavan	Rs. 13,077.00
13. 7.7.1989	Dance-Drama Kebul Lamja by J.N. Manipur Dance Akademi Imphal	FICCI	Rs. 35,453.00

<i>Date</i>	<i>Details of Programmes</i>	<i>Venue</i>	<i>Expenditure</i>
1	2	3	4
14. 17.7.1989	Vocal recital by Ustad Nissar Hussain Khan and his disciples	FICCI	Rs. 26,025.00
15. 24.7.1989	Vocal recital by D K Datar	Azad Bhavan	Rs. 38,411.00
16. 31.7.1989	Vocal recital by Yunus Hussain Khan and his disciples	Azad Bhavan	Rs 27,958.00
17. 2 8 1989	Rudra Veena recital by Ustad Asad Ali Khan	FICCI	Rs 37,688 00
18. 7 8 1989	Vocal recital by Pt C R Vyas & Suhas Vyas & Santoor by Satish Vyas under Parivar Parampara series	Azad Bhavan	Rs 41,023.00
19 11 8 1989	Bharatanatyam by disciples of Guru Rajaratnam Pillai	Azad Bhavan	Rs 10,498 00
20. 22 8 1989	Vocal recital by Dr. Prabha Atre	Azad Bhavan	Rs 35,407.00

<i>Date</i>	<i>Details of Programmes</i>	<i>Venue</i>	<i>Expenditure</i>
1	2	3	4
21. 11.9.1989	Sarod recital by Pt. Jatin Bhattacharjee	Triveenikala	Rs. 34,920.00
22. 14.9.1989	Choreographic Composition by Smt.	- do -	Rs. 45,449 00
23. 8 9 1989	Bharatanatyam by Malavika Sarukkai	- do -	Rs 10,727 00
24. 18 9.1989	Rrji Ras Leela by Brij Leela Sansthan	FICCI	Rs 59,971 00
25. 25 9 1989	Vocal recital by Dr Shanno Khurana	Kamani	Rs 33,951.00
26. 28 9.1989	Vocal recital by Sheel Dhar	Azad Bhavan	Rs. 34,380 00
27. 3.10.1989	Odissi dance by Kiran Segal	Kamani	Rs 35,784.00
28. 9.10 1989	Kathak by Aditi Mangaldas	Kamani	Rs. 42,442 00

<i>Date</i>	<i>Details of Programmes</i>	<i>Venue</i>	<i>Expenditure</i>
1	2	3	4
29. 18.10.1989	Bharatanatyam by Vaswati Mishra	Hyatt Regency	Rs. 3,000.00
30. 19.10.1989	Carnatic & Hindustani Percussion ensemble Umayalpuram Sivaraman on Mridangam, Pt. Birju Maharaj on Naal & Shafat Ahmed Khan on Tabla followed by Carnatic Violin recital by M S Gopalakrishnan with Umayalpuram Sivaraman on Mridangam	Azad Bhavan	Rs. 66,079.00
31. 20.10.1989	Bharatanatyam by Leela Samson	Hyatt Regency	Rs. 5,000.00
32. 25, 26, & 27.10.1989	Festival of France in India Performance of Indian classical dance & music by French scholars	Azad Bhavan	Rs. 1,04,534.00
33. 31.10.1989	Choir singing by 27- member Madras Youth Choir & 30 - member Gandharva Choir, N. Delhi.	Kamani	Rs. 73,505.00

<i>Date</i>	<i>Details of Programmes</i>	<i>Venue</i>	<i>Expenditure</i>
1	2	3	4
34. 25.10.1989	Bharatanatyam by Alarmel Valli	Teen Murti	Rs. 30,599.00
35. 10.11.1989	Dance Drama Akshayadhara on the Ganga by Chitra Visweswaran	Kamani	Rs. 77,358.00
36. 17.11.1989	Manipuri dance by Jhaveri Sisters & group	Kamani	Rs. 50,181.00
37. 6.12.1989	Sitar recital by Jitendra Pratap & his daughter Shreegauri Dhiman under Parivar Parampara series	Azad Bhavan	Rs. 29,671.00
38. 1.12.1989	Indian classical dance by Pushkala Gopal & Unnikrishnan	Azad Bhavan	Rs. 37,623.00
39. 15.12.1989	Vocal recital by Iqbal Ahmed Khan	Azad Bhavan	Rs. 26,598.00
40. 22.12.1989	Veena recital by Smt M Ranganathan	Azad Bhavan	Rs. 83,914.00

Date	Details of Programmes	Venue	Expenditure
1	2	3	4
41. 28.12.1989	Dance Drama 'Indra Sabha' by Uma Sharma	Kamani	Rs. 49,363.00
42. 5.1.90	Cultural programme in honour of the visit Pakistani delegation	Azad Bhavan	Rs. 16,024.00
43. 10 & 11.1.90	Magic show by P.C. Sorcar	AIFACS	Rs. 63,060.00
44. 4 & 5.2.90	Pan Project 'Shakti'	Sriram Centre	Rs. 3,43,673.00
45. 12.2.90	Santoor recital by Nand Kishore Muley & Kathak by Kum Kum Dhar	Azad Bhavan	Rs. 38,211.00
46. 16.2.90	Odissi dance by Pratibha Jena & Sitar recital by Ustad Ghulam Dastgir Khan	Azad Bhavan	Rs. 30,326.00
47. 19-25.2.90	Sangeet Nritya Smaroh by SNA & ICCR	Kamani	Rs. 1,53,000.00

Date	Details of Programmes	Venue	Expenditure
1	2	3	4
48.	21.2.90 Sitar by Prof Debu Chaudhury	FICCI	Rs. 37,371.00
49.	28.2.90 Joint programme of Bharatanatyam & Odissi by Alarmel Valli & Madhavi Mudgal	Kamani	Rs. 48,042
50.	6.3.90 Tabla Tarang by Alla Rakha Ustad Zakir Hussain & Fazal Qureshi under Parivar Parampara series	FICCI	Rs. 34,331.00
51.	12.3.90 Santoor by Pt Shiv Kumar Sharma	Kamani	Rs. 40,149.00
52.	14.3.90 Odissi by Swapansundari	Asiad Village	Rs. 7,930.00
53.	15.3.90 Violin recital by Dr. N. Rajam	FICCI	Rs. 37,951.00

<i>Date</i>	<i>Details of Programmes</i>	<i>Venue</i>	<i>Expenditure</i>
1	2	3	4
54.	20.3.90 Pabuji Ka Phad Balladeers from Rajasthan	Azad Bhavan	Rs. 35,011.00
55.	27.3.90 Late Ustad Alluddin's Maihar Vaidya Varinda	FICCI	Rs. 49,350.00
			TOTAL
			RS. 24,44,529.00

[Translation]

**Construction of Hapur and Moradabad
by-Passes**

7369. SHRI HARISH RAWAT: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the construction work on the proposed Hapur and Moradabad by passes on Delhi-Moradabad National Highway has been started;

(b) if not, whether it is likely to be started during the current year; and

(c) if not, the reasons for the delay and the steps proposed to be taken by Government to overcome those causes?

THE MINISTER OF SURFACE TRANSPORT (SHRI K P UNNIKRISHNAN): (a) No, Sir

(b) and (c). Land acquisition estimates for construction of these bypasses have already been sanctioned. As the land acquisition is a time consuming process, it is too early to say when the construction of these bypasses will be taken up. The State Government has initiated the land acquisition proceedings which are in progress

**Expansion of Telephone Exchange in
Pithoragarh**

7370 SHRI HARISH RAWAT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there is any proposal for the expansion of Telephone Exchange in Pithoragarh (Uttar Pradesh);

(b) if so, whether all applicants in the waiting list will be covered; and

(c) if not, the steps proposed to be taken by Government to clear all pending applications?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) The Telephone Exchange at Pithoragarh has recently been expanded from 400 lines to 500 lines.

(b) No, Sir.

(c) There are 56 applicants on the waiting list and these are planned to be provided with telephones within a year.

**Opening of Branch Post Offices in
Almora, U.P.**

7371. SHRI HARISH RAWAT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government propose to open some new branch post offices in district Almora in Uttar Pradesh this year; and

(b) if so, the locations thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) Two branch post offices are proposed to be opened, one at Kulaon and the other at Dunar.

[English]

**Identity Cards to Infiltrators from
Bangladesh**

7373. SHRI YADVENDRA DATT: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether identity cards are to be

issued to the infiltrators from Bangladesh into West Bengal.

(b) has any check been carried out about the Bangladeshi's illegally settled in other Districts of Bihar, West Bengal and Other States;

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

(d) the steps Government propose to take to round up all Bangladeshi's in the country and to deport them?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) to (d) The Pilot Scheme for the issue of identity cards in border areas is being presently implemented in the States of Gujarat and Rajasthan. It has also been decided to issue such cards in the border areas of the States of Punjab and Jammu and Kashmir. A decision to issue such cards in West Bengal has not yet been taken.

The Prevention of Infiltration of Foreigners Scheme under which additional posts have been sanctioned is in operation in the states of Assam, Meghalaya, Tripura and West Bengal. They and the district police in these states and other states take action under law against foreigners including Bangladeshis in various States.

Issue of Commemorative Postal Stamp of Great Saint Dynareshwar

7374. **SHRI RAM NAIK:** Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government are aware that the Maharashtra State is observing Seventh Centenary year of great Saint Dynareshwar's Dnyaneshwari, a treatise on "Bhagwad

Geeta" from 27 March, 1990 to 26 March, 1991.

(b) if so, whether there is a proposal to issue a commemorative postal stamp of Saint Dynareshwara; and

(c) if so, when the stamp is likely to be released?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) The proposal is for the issue of stamp on Dnyaneshwari, and not on Saint Dayaneshwar.

(c) The issue is being considered for the year 1990.

Electronic Telephone Exchange in Shrivardhan in Raigad District

7375. **SHRI A.R. ANTULAY:** Will the Minister of COMMUNICATIONS be pleased to state.

(a) the number of subscribers having telephone facility in Shrivardhan in Raigad District, as on 31 March, 1990;

(b) the number of pending applications for telephone connections in Shrivardhan and Raigad district of Maharashtra;

(c) whether Government have allocated funds for the sanctioned electronic exchange equipment to be purchased and installed at Shrivardhan in 1990-91 so that pending applicants can be accommodated; and

(d) if so, the details thereof and if not, when the waiting list is likely to be covered?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) 192.

(b) 28 in Shrivardhan and 1488 in Raigad district as on 31.3.90.

(c) and (d). electronic exchange has been planned for commissioning at Shrivardhan in Raigad District during 90-91 and funds will be allocated for the same.

Import of Seeds

7376. SHRI A.R. ANTULAY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government propose to continue the import of seeds for agricultural purposes;

(b) if so, the reasons therefor;

(c) whether Government have received any suggestions from the agricultural scientists for stopping the import of seeds; and

(d) if so, how long Government propose to continue the import of seeds?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR):

(a) Yes, Sir.

(b) For upgradation of planting material through transfer of technology and seeds of parental lines and also to secure for the farmers high quality seeds available abroad to maximise yield, increase in productivity and farm incomes.

(c) Yes, Sir.

(d) The New Policy on Seed Development and Import and Export Policy, which deals with import of seeds, are reviewed from time to time.

[Translation]

Complaints Against Regional Passport Office, Jaipur

7377. PROF. RASA SINGH RAWAT: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have received any complaints about corruptions prevailing in the regional passport office in Jaipur;

(b) if so, the number of such complaints received during the last three years and the officials against whom complaints were made; and

(c) the action taken by Government in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI I.K. GUJRAL): (a) to (c). A total of 10 complaints were received during 1987 to 1989 in the Ministry alleging corruption in Passport Office, Jaipur involving following officials:

<i>Officer</i>	<i>Number</i>
1	2
Passport Officer	1
Public Relations Officer	1
Superintendents	3
Assistants	2
Upper Division Clerks	2
Lower Division Clerks	4
Peons	1

8 complaints were investigated and it was found that in 5 cases allegations had no

substance. In the remaining 3 cases the charges could not be proved but 1 Superintendent and 1 Assistant were transferred out of Jaipur as a measure of preventive vigilance. 2 cases have been taken up for investigations – 1 each by departmental vigilance agency and the Central Bureau of Investigation.

[English]

Regularisation of Casual Employees in G.P.O. Bangalore

7378. SHRI H.C. SRIKANTAIAH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the total number of casual employees working in the General Post Office, Bangalore;

(b) whether they have put in more than 10 years of service;

(c) whether the Central Administrative Tribunal has ordered for regularisation of these casual employees;

(d) if so, whether Government has regularised these casual employees; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) The number of casual labourers working in Bangalore General Post Office is 3 (three). Those who are working as substitutes against absentee Postmen are not designated as casual labourers.

(b) No, Sir.

(c) No, Sir.

(d) Does not arise.

(e) The Hon'ble Tribunal have decided that the applications filed by 14 substitutes engaged in place of absentee postmen in Bangalore GPO for regular absorption will be decided by a larger Bench and that in the mean-time petitioners be allowed to continue to be engaged until such time the candidate selected in the test actually report for duty and that thereafter whenever there are leave vacancies the petitioners should be considered for engagement as in the past.

Mobile Telegraph Vans in Karnataka:

7379. SHRI H.C. SRIKANTAIAH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whenever Mobile Telegraph vans fitted with electronic key boards are operating in Karnataka;

(b) if so, places where these mobile telegraph vans are being operated; and

(c) whether any such mobile telegraph van is operating in Hassan District in Karnataka?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Yes, Sir.

(b) The experimental mobile telegraph van is being operated in the city of Bangalore covering the suburbs of Byatarayanapura and Mahalaxmipura.

(c) No, Sir.

[Translation]

C.B.I. Inquiry in Regard to Tapping of Telephones

7380. SHRI PRAKASH KOKO BRAHMBHATT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the time by which C.B.I. has been asked to submit its report in regard to tapping of telephones; and

(b) the action proposed to be taken by Government against those found involved therein?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) and (b). The information is being collected and will be laid on the Table of the House

[English]

Scheme for Workers' Participation in Management of Major Port Trusts and Dock Labour Boards

7381. SHRI PRAKASH KOKO BRAHMBHATT:
SHRI SANAT KUMAR MANDAL.

Will the Minister of SURFACE TRANSPORT be pleased to state

(a) whether a scheme has been prepared for workers' participation in the management of Major Port Trusts and Dock Labour Boards, With secret ballots to determine the representative character of union;

(b) if so, the salient features thereof, and

(c) the time by which the same is likely to be introduced?

THE MINISTER OF SURFACE TRANSPORT (SHRI K P UNNIKRIISHNAN): (a) Yes, Sir

(b) and (c) The details of the Scheme would be laid on the table of the house as soon as they are finalised

Introduction of Bill on Tapping of Telephones

7382. SHRI PRAKASH KOKO BRAHMBHATT:
SHRI KUSUMA KRISHNA MURTHY:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government are considering to delete the provisions in the Indian Telegraph Act which enabled certain designated agencies to tap telephones;

(b) if so, the details of agencies entitled to tap the telephones;

(c) whether any bill is likely to be introduced in the House; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) to (d). The relevant provision of Indian Telegraph Act is under review. Proposals in this regard have not been finalised. Action would be taken thereafter

The officers authorised to order interception of telephone messages are:

- Director, Intelligence Bureau
- Director of Enforcement,
- Director General Narcotics Control Bureau,
- Director General Revenue Intelligence,
- Director General Economic Intelligence Bureau

- An officer usually of the rank of DIG of State Intelligence authorised by the concerned State Government.

Cases Caught by Special Police Officers

7383. PROF. RASA SINGH RAWAT: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of cases caught by the Special Police Officers appointed by the D C P. Crime and Railways from the date of issue of the Identity Cards at New Delhi and Delhi Railway stations;

(b) whether Government have received any suggestions to review the appointment of these Special Police Officers at New Delhi and Delhi Railway stations and cancel such Identity cards and

(c) if so, the action taken thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) Nil.

(b) Yes, Sir.

(c) Matter is under consideration of Delhi Administration

Bomb Explosions In Police Stations in Delhi

7384 SHRIBANWARILAL PUROHIT: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the JKLF militants have claimed responsibility for the bomb blasts in the police stations in Delhi,

(b) if so, whether Government have been able to ascertain the clue of the persons responsible for planting bombs in po-

lice stations; and

(c) if so, the details in this regard and progress made in nabbing the culprits?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) and (b). Yes, Sir.

(c) During investigation, it had been revealed that a resident of Delhi and two persons from Punjab had planted the bombs in police Stations in Delhi. They are absconding.

Unrest In Tribal Areas

7385. SHRI GIRIDHAR GOMANGO: Will the Minister of HOME AFFAIRS be pleased to state.

(a) whether Government are aware of the fact that the constitution fifth Scheduled Areas, Sixth Scheduled Areas and Tribal areas of Assam in recent years had experienced tribal unrest, discontentment, agitations etc;

(b) if so, the details thereof; and

(c) the reasons, causes and contents of these and the measures taken by Government to check this unrest?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) to (c). Plains and Hills Tribal areas of Assam have in the recent years experienced tribal unrest and agitations on account of their social, economic and political grievances. The plains tribals, particularly Bodos, are demanding a separate State. The tribals of the autonomous districts of North Cachar and Karbi Anolone are demanding an Autonomous State.

The State Government of Assam have been requested from time to time to look into the genuine grievances of tribals with promptness and sympathy. Five rounds of discussions involving Central Government and the Government of Assam and All Bodo Students' Union have already been held to find an amicable solution to the problems of plains tribals. A "Committee on Bodo Issues" has been set up to suggest solution to the problem. The Committee is required to submit its report in the next round of discussions scheduled to be held on 2.7.1990. The State Government have also been requested to consider giving more autonomy to the hill tribal areas under the Sixth Schedule.

Telegraph Offices Functioning After Office Hours and on Closed Holidays

7387. SHRI PRATAPRAO B. BHOSALE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether some Post offices and telegraph offices are functioning after office hours and even on closed holidays in the country;

(b) if so, the details thereof state-wise and Union-Territory-wise and the categorisation of these offices;

(c) whether Government propose to set up such more offices in the country in next three years; and

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

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Yes, Sir. Post Offices, selected for their importance, are kept open after normal office hours and on holidays including Sundays. There are 174 such Post Offices in the country. They are called Night Post Offices.

All the telegraph offices work within the prescribed working hours on weekdays and closed holidays. Beyond the working hours, facility with late fee is made available based on requirement and feasibility.

(b) State-wise and Union Territory-wise locations where there are Night Post offices, are given in the statement below.

(c) While there is no definite plan for opening more Night Post Offices, wherever the facility is justified and financially viable, provision of the facility is part of the normal extension of service.

(d) In view of (c) above, does not arise.

STATEMENT

Appendix 'A'

Location of Night Post Offices

- | | |
|-----|----------------------------|
| 1 | <i>Andhra Pradesh</i> |
| 1. | Hyderabad GPO |
| 2. | Hyderabad, Jubili |
| 3. | Vishakapatnam |
| 4. | Munarupatta |
| 5. | Andhra University, Waltair |
| 6. | Rajamundry |
| 7. | Kakinada |
| 8. | Vijayanagaram |
| 9. | Eluru |
| 10 | Bhimapavaram |
| 11. | Srikakulam |

12. Bopeli

13. Anantapur

14. Chittur

15. Cuddapah

16. Kurnool

17. Proddatur

18. Tirupati

19. Karimnagar

20. Adilabad

21. Secunderabad

22. Warangal

23. Musheerabad

24. Nizamabad

25. Sanathnagar I.E.

26. Khairatabad

27. Guntur

28. Ongole

29. Gudivada

30. Khammam

31. Machilipatnam

32. Nellore

33. Narasaraopet

34. Vijayawada

35. Buckinghampet

II

36. Gandhi Nagar

Assam

1. Guwahati

2. Dibrugarh

III.

Bihar

1. Patna GPO

2. Patna City SO

3. Sujanganj Bazar

4. Jamshedpur

5. Ranchi

5. Dhanbad Bazar

7. Zharra

8. Bankipur

9. Muzaffarpur

IV.

Gujarat

1. Ahmedabad GPO

2. Railway Pura Ahmedabad

3. Maninagar, Ahmedabad

4. Navarangpur,
Ahmedabad

5. Navasari, Ahmedabad.

6. Surat

7. Vadodara

8. Nadiad

9. Rajkot

	10. Jamnagar	X.	<i>Madhya Pradesh</i>
	11. Bhavnagar		1. Ujjain
V.	<i>Haryana</i>		2. Sagar City
	1. Sadar Bazar, Ambala		3. Bhopal GPO
VI.	<i>Himachal Pradesh</i>		4. Central Tata Nagar
	1. Shimla		5. Raipur
VII	<i>Jammu and Kashmir</i>		6. Lordganj
	1. Srinagar		7. Katni
	2. Jammu		8. Lakshkar
VIII	<i>Karnataka</i>		9. Indore
	1. Bangalore GPO		10. Bhilai
	2. Chickpet	XI.	<i>Maharashtra</i>
	3. Devangere		1. Bombay GPO
	4. Hampankatta		2. Kalbadevi
	5. Belgaum City		3. Dadar
	6. Mysore		4. Villaparle Railway Station
	7. Hubli		5. Kalyan Railway Station
IX	<i>Kerala</i>		6. Ghatkopar West
	1. Trivandrum GPO		7. Thane Railways Station
	2. Calicut		8. Pune Railway Station
	3. Ernakulam		9. Pune City
	4. Mattancherry		10. Solapur Market
	5. Kottayam		11. Solapur
	6. Quilon		12. Tanjanpeth

13. Sitabadi

14. Aurangabad

XII. Meghalaya

1. Shillong

XIII. Orissa

1. Cuttack GPO

2. Bhubaneswar GPO

3. Puri

4. Berhampur

5. Sambalpur

6. Rourkela

7. Rayagada

XIV. Punjab

1. G.T. Sub Office Amritsar

2. Lajpat Rai Market

3. Kota City

4. Ajmer

5. Bhilwara

6. Udaipur

XVI. Tamil Nadu

1. Madras GPO

2. Anna Road

3. T. Nagar

4. Tuticorin

5. Erode

6. Salem

7. Thanjavur

8. Vellore

9. Coimbatore

10. Madurai

11. Tallakulam

12. Trichi

13. Teppakulam

XVII. Tripura

1. Agartala

XVIII. Uttar Pradesh

1. Aminabad

2. Allahabad City

3. Naini

4. Bareilly

5. Bhahadurganj

6. Saharanpur

7. Moradabad

8. Meerut

9. Belanganj

10. Johri Bazar

11. Aligarh

12. Hathrash

13. Ghaziabad

14. Nayaganj

15. Varanasi

XIX. West Bengal

1. Calcutta GPO

2. Barabazar

3. Howarah

4. Kalakar Street

5. Rash Rehari Avenue

6. Shyam Bazar

7. Asansol

8. Burdwan

9. Siliguri

10. Durgapur

*Night Post Offices in Union Territory**I. Chandigarh*

1. Chandigarh

II. Delhi

1. Delhi GPO

2. Indraprastha

3. Lodhi Road

4. Parliament Street

5. Karol Bagh

6. Eastern Court

7. Swamiram Tirath Nagar

8. Diz Areas

9. Naraina Industrial Estate

10. Lajpat Nagar

11. Kalkaji

12. New Subjimandi

13. Malkaganj

14. Hauz Kazi

15. Chandni Chowk

16. Sadar Bazar

17. Shahdara

III. Pondicherry

1. Pondicherry Head office.

Yellow colour Indication Where P.C.O. Functioning

7388. SHRI PRATAPRAO B. BHOSALE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether M.T.N.L. has installed a yellow colour indication Board at places where Public Call office is functioning;

(b) whether these indicating boards have not been installed yet at certain places in Delhi where such facility is available; and

(c) whether Government propose to take some action in this regard to bring uniformity?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Yes, Sir. Such

Boards have been provided in Delhi.

(b) Yes, Sir. It has not been possible to erect such boards at all places due to space constraint. Wherever feasible, these are being installed

(c) No, Sir.

Complaints Regarding Telephone System in Bhuj

7389. SHRI BABUBHAI MEGHJI SHAH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there are many complaints against working of the new auto telephonic system in Bhuj and various parts of Kutch district in Gujarat; and

(b) the capacity of these new exchanges and details of new facilities provided to users?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Yes, Sir There have been some complaints regarding telephone services at Bhuj immediately after commissioning of the auto exchange on 30.3.1990. but not from other parts of Kutch District.

(b) The equipped capacity of the new automatic telephone exchange is 4,000 lines. The subscribers have National and Interna-

tional trunk dialling facilities.

Assistance to Andhra Pradesh for Development of Agriculture

7390. SHRI P. NARSA REDDY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether any financial aid was provided to Andhra Pradesh for agricultural development during 1988-89, 1989-90; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): (a) and (b). Yes, Sir. The State of Andhra Pradesh was provided Central assistance under various Central Sector and Centrally Sponsored Schemes in agriculture for the year 1988-89 and 1989-90 as under:—

<i>Year</i>	<i>(Rs. in lakhs)</i>
1988-89	4616.69
1989-90	3954.65 (Prov.)

The details are given in the statement below.

STATEMENT

Rs in lakhs

Head of Development		1988-89	1989-90
	1	2	3
1.	Agricultural Extension & Training	—	10 00
2.	Agricultural statistics	64 33	56.92
3	Seed Development	17 14*	—
4	Fertiliser & Manures	37 60	26 52
5	Plant Protection	14 00	9 26
6	Agricultural Implements & Machinery	11 76	6 90
7	Crop-Oriented Programmes	2294 42	2208 97
8	Horticulture	—	—
9	Soil & Water Conservation	167 20	254 57

Rs. in lakhs

Head of Development		1988-89	1989-90
1	2	3	
10. Fisheries	134.93	142.11	
11. Animal Husbandry	115.60	226.28	
12. Dairy Development	294.98	292.94**	
13. Credit	1464.73	720.18	
14. Crop Insurance	—	—	
15. Cooperation	—	—	
16. Management of Natural Disaster	—	—	
Total	4616.69	3954.65*	

*:- Including Rs. 5.6 lakhs for Strengthening State Seed Testing Laboratories.

**:- Provisional up to Jan. 1990.

— Nil

**Memorandum from Officers and Staff of
C-DOT**

7391. SHRI K.S. RAO: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the officers and staff of the Centre for Development of Telematics have recently presented a memorandum to the Prime Minister about the achievement of the Centre and their demands;

(b) if so, the details therefore, and

(c) the reaction of the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) Yes, Sir. A representation from C-DOT Team has been received

(b) The memorandum gives brief summary of achievements of C-DOT and appeal to the P.M. for intervention to stop multinational lobby from entering the country when indigenous technology is waiting to go into production.

(c) Government supports all indigenous efforts for Technology Development.

Revamping of NDMC

7392. SHRI Y.S. RAJASEKHAR REDDY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is any proposal to revamp the New Delhi Municipal Committee; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) No such proposal has come to the Government of India from Delhi Administration.

(b) In view of (a) above does not arise.

**Supply of Drinking Water in Garhwal
Region of Uttar Pradesh**

7393. SHRI DEVENDRA PRASAD YADAV: Will the Minister of AGRICULTURE be pleased to state:

(a) the number of villages supplied drinking water in Uttar Pradesh during last three years, year-wise;

(b) the number of villages out of them belonging to Garhwal region;

(c) the steps being taken to augment water supply in the Garhwal region where there is acute water shortage and where water has to be fetched from far off places; and

(d) the measures being taken in Garhwal region to monitor the drinking water schemes with a view to ensure their proper implementation on the ground

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI UPENDRA NATH VERMA): (a) and (b). The number of 'No Source' villages supplied drinking water in Uttar Pradesh and out of those in Garhwal region during the last three years is as under:—

<i>Year</i>	<i>No. of 'No Source' villages covered</i>	
	<i>in U.P.</i>	<i>in Garhwal</i>
1	2	3
1987-88	13923	464
1988-89	7975	419
1989-90	3182	354

(c) As per the Action Plan, the residual 740 'No Source' problem villages as on 1.4.1990 in Garhwal region are likely to be covered with safe drinking water facilities during first two years of eighth plan.

(d) The State Govt. has set up task forces at various levels apart from the departmental supervisory staff to monitor the drinking water supply schemes to ensure the proper implementation on the ground. In addition, the coverage of problem villages is also being monitored through monthly/quarterly progress reports.

Extension of "Borewell with Hand Pump Programme"

7394. SHRI PALAI K.M. MATHEW: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government propose to extend the "Borewell with hand pump Programme" for one more year from April, 1990; and

(b) if so, whether priority will be given to highly drought-prone districts in Kerala?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI UPENDRA NATH VERMA):
(a) Yes, Sir.

(b) Yes, Sir.

Corporation for Co-ordination Work Connected with Drinking water and Sanitation

7395. SHRI PALAI K.M. MATHEW: Will the Minister of AGRICULTURE be pleased to state:

(a) whether Government propose to constitute a National Corporation for Co-ordinating the various works and schemes connected with drinking water and sanitation; and

(b) if so, when it is likely to be constituted?

THE MINISTER OF STATE IN THE DEPARTMENT OF RURAL DEVELOPMENT IN THE MINISTRY OF AGRICULTURE (SHRI UPENDRA NATH VERMA):
(a) No, Sir.

(b) Does not arise.

[Translation]

Cross Bar Exchange at Udalpur

7396. SHRIGULABCHAND KATARIA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government propose to set up a cross-bar exchange with the capacity of 4000 lines in Udaipur, Rajasthan and if so, when; and

(b) when Government propose to set up electronic exchange in Udaipur and Pali respectively?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) There is a proposal to set up a Crossbar exchange at Udaipur during 1990-91.

(b) A separate electronic exchange is also planned for Udaipur for commissioning in 1992-93, subject to availability of equipment in time. Electronic exchange at Pali is already working.

Foreigners Visit to India

7397 SHRIGULABCHAND KATARIA: Will the Minister of HOME AFFAIRS be pleased to state

(a) the number of persons who visited India holding valid passports during the last three years;

(b) how many of them went back to their countries;

(c) whether many of them are still in the country and creating communal problems;

(d) if so, the details thereof; and

(e) the steps taken by Government to identify and deport them?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) to (e). Information is being collected and will be laid on the Table of the House.

[English]

Filling of Fertilizer Bags in Rashtriya Chemical and Fertilizer Plants

7398. SHRI VASANT SATHE: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the work relating to filling of fertilizer bags in RCF plants and loading of bags in trucks is being done on contracts basis;

(b) if so,, the total number of bags being filled/loaded per month and payment made for the same; and

(c) the action taken by Government for abolition of contract labour system for regular work?

THE DEPUTY PRIME MINISTER AND MINISTER OF AGRICULTURE (SHRI DEVI LAL): (a) At the Trombay Plant of RCF, while filling of fertilizer in bags/is carried out by the employees of RCF, loading of the fertilizer bags in trucks is being done by the Railway Goods clearing and Forwarding Establishment Labour Board for Greater Bombay. At the Thal Unit, the work relating to filling of fertilizer bags and loading them in trucks and wagons is being done through the Government of Maharashtra, Registered Mathadi Workers.

(b) The total number of bags per month being filled at all the units of RCF is about 40 lakhs and the payment made by RCF for filling/loading of bags is about Rs.35 to 40 lakhs every month.

(c) Contract labour is not employed by RCF for filling and loading of fertilizer bags. Further under the Contract Labour (Regulation and Abolition) Act, 1970, "the appropriate Govt." can prohibit employment of contract labour in a job, process or operation

having regard to the conditions stipulated in the Act.

Linking of Towns with Delhi and Bombay by STD

7399. SHRI A.R. ANTULAY: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of districts and cities in Maharashtra having a population of more than one lakh linked with Delhi and Bombay through S.T.D.; and

(b) the details of districts and cities proposed to be linked by S.T.D. with Delhi during the Eighth Five Year Plan?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) No. of District Headquarters in Maharashtra linked with Delhi and Bombay on STD—29.

No. of District Headquarters linked with STD in Maharashtra with population more than 1 lakh—19.

No. of Cities (other than DHQ) in Maharashtra with population more than 1 lakh linked with Delhi and Bombay on STD—7.

(b) Beed and Buldana which are DHQs in Maharashtra are planned to be provided with STD during 8th plan period. In addition about 200 stations in Maharashtra are planned to be given STD facility during 8th plan period subject to availability of equipment.

[*Translation*]

New Telephone Connections in Janakpuri Telephone Exchange

7400. SHRI SUKHENDRA SINGH: Will the Minister of COMMUNICATIONS be

pleased to state:

(a) the present capacity of Janakpuri telephone exchange;

(b) whether Janakpuri exchange is giving priority to new connections;

(c) the reasons for not taking up shift cases;

(d) whether the Ministry has issued any orders in this regard; and

(e) if so, the number of telephone to be shifted to Janakpuri exchange?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) The present capacity of Janakpuri Exchange is 16,900 lines.

(b) No, Sir. First priority has been accorded to shift cases which stand cleared upto 31.3.90.

(c) These cases are executed right away in case particular localities are having requisite underground cable pairs. If not, due to non-availability of local cables in particular localities, these would be executed on the areas becoming feasible on completion of cable works in progress.

(d) and (e). Does not arise in view of (c) above.

[*English*]

Setting up of Fertilizer Plant in Punjab

7401. SHRI KAMAL CHAUDHRY: Will the Minister of AGRICULTURE be pleased to state:

(a) whether there is any proposal to set up a fertilizer plant in Hoshiarpur district or at

any other place in Punjab; and

(b) if so, the details thereof and the time by which the fertilizer plant will be set up?

THE DEPUTY PRIME MINISTER AND MINISTER OF AGRICULTURE (SHRI DEVI LAL): (a) No, Sir. There is no proposal, at present, with the Government to set up a new fertilizer plant in Hoshiarpur district or any other place in Punjab.

(b) Does not arise.

Development of Technology by C-DOT

7402. SHRI HANNAN MOLLAH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the State of development of 16,000 lines technology in exchange by C-DOT;

(b) is it Prototype, or internal testing, or field testing or technology transfer; and

(c) the assessment of the Committee in regard to approximate time of completion of the project?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) to (c). The report of the committee set up for assessment and evaluation of C-DOT is under examination. After finalisation of the exam. the information will be furnished.

Technology Transfer by C-DOT

7403. SHRI HANNAN MOLLAH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether testing process for C-DOT exchange is more elaborate than the E-10-B exchange subjected to field testing or technology transfer; and

(b) was the E-10-B exchange subjected to field testing or technology transfer; and

(c) what were the results of the field testing of E-10-B exchange?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) The testing depends on the type of exchange. Hence comparison is not proper at this stage.

(b) The E10b Exchange was subjected to field testing and technology transfer has been effected.

(c) The results of the field testing of E10B exchange were satisfactory.

C-DOT Exchanges

7404. SHRI HANNAN MOLLAH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the actually measured (not claimed) capacity for the C-DOT 4000 and 16,000 exchanges; and

(b) the E-10-B 4000 and 16000 exchanges in terms of the busy cell hour handling capacity?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) The report of the Committee set up for assessment and evaluation of C-DOT is under examination. After finalisation of the examination the information will be furnished.

(b) The measured busy hour call attempts in a (4000) lines and in 16000 line E-10B exchanges are 42,000 and 1,50,000 respectively.

[Translation]

**Conversion of Telephone Exchanges
Into Electronic Exchanges in
Sonbhadra Districts of U.P.**

7405. SHRI SUBEDAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the telephone exchanges in Shakti Nagar, Renukot, Obra, Churk in Sonbhadra district and in Chunar, district Mirzapur of Uttar Pradesh are outdated and are not functioning properly; and

(b) if so, the steps taken by Government for replacing them with new electronic exchanges?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI JANESHWAR MISHRA): (a) and (b). The telephone exchanges are functioning properly. As a part of modernisation it is proposed to instal electronic exchanges in place of existing exchanges during 8th Plan at Chunar, Shakti Nagar, Renukot and Churk subject to availability of equipment.

The existing telephone exchange at Obra is proposed to be further expanded subject to availability of equipment.

[English]

**Subsidy to Farmers for Insecticides
and Fungicides**

7406. SHRI PALAI K.M. MATHEW: Will the Minister of AGRICULTURE be pleased to state:

(a) whether the rate of subsidy for insecticides and fungicides given to farmers is too insufficient;

(b) whether Government propose to

increase the rate of subsidy given to farmers;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR):

(a) No, Sr.

(b) No, Sir.

(c) Does not arise.

(d) Does not arise in view of reply to part (a).

**Security Protection to People in New
Delhi**

7407. PROF SAVITHRI LAKHSMANAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of people who sought security protection and were provided with security in New Delhi during the last four months; and

(b) the number of Members of Parliament, Government officials and common people out of them, separately?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) Security arrangements are provided to people on threat perception. 78 people have been given security protection during the last four months. In addition, 24 family members of protected persons have also been provided with security.

(b) The details are furnished below:—

i)	Members of Parliament (including 40 Ministers)	—	57
ii)	Govt. Officials.	—	11
iii)	Common Public	—	10

Hanumantha Rao Committee

7408. SHRI PRAKASH KOKO
BRAHMBHATT:
SHRI N.J. RATHVA:

Will the Minister of AGRICULTURE be pleased to state:

(a) whether Hanumantha Rao Committee on agricultural pricing policy has urged to review the role on Food Corporation of India in the procurement and distribution of foodgrains;

(b) if so, the other recommendations made by the Committee; and

(c) the follow-up action taken thereon?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR):
(a) No, Sir.

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

[Translation]

Daily Wage Employees of MCD

7409. SHRI HARISHANKAR MAHALE:
Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of daily-wage employees working in MCD;

(b) since when they are working and by

what time their services are likely to be regularised; and

(c) the annual expenditure being incurred on them in terms of pay, etc.?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) About 7,500.

(b) These employees have been working from 1st April, 1984 onwards. The Municipal Corporation of Delhi has adopted a policy to give regular employment to the daily wagers in a phased manner.

(c) Rs.9 crores approximately.

[English]

Death of Jhuggi Dwellers in Sameypur Badli Delhi

7410. SHRI BANWARI LAL PUROHIT:
SHRI YASHWANTRAOPATIL:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether a huge mound of earth fell on a cluster of jhuggis at Samaypur Badli, Delhi on 30 March, 1990;

(b) if so, the details of the persons injured and killed;

(c) the details of compensation paid by Government to victims; and

(d) further steps Government propose to take to give relief to the affected persons/ family of deceased?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY): (a) Yes, Sir.

(b) 10 persons were killed and 9 injured in the incident.

(c) and (d). An amount of Rs.20,000/- for death of an adult, Rs.10,000/- for death of a minor, Rs.3,000/- for those seriously injured and Rs.500/- for those having suffered minor injuries has been sanctioned.

[*Translation*]

Consumption of Foodgrains, Edible Oils and Sugar

7411. SHRI HUKUMDEO NARAYAN YADAV: Will the Minister of AGRICULTURE be pleased to state the average per capita consumption of foodgrains, edible oils and sugar during each of the last three years?

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): Estimates of actual consumption are not available in the absence of data on changes in stock with the producers, consumers and trade. However, the average per capita net availability of foodgrains, edible oils and sugar during the last three years is as under:—

<i>(kgs per year)</i>			
<i>Year</i>	<i>Foodgrains</i>	<i>Edible Oils</i>	<i>Sugar</i>
1	2	3	4
1986-87(P)	172.3	6.25	11.4
1987-88(P)	163.0	7.05	11.7
1988-89(P)	181.3	6.58	12.1

P—Provisional

Figures in respect of foodgrains pertain to Calendar Year i.e. 1986-87 relate to 1987 and so on, for sugar to October to September and Edible Oils to November to October.

[*English*]

Super Computer from USA

7412. SHRIMATI VASUNDHARA RAJE: Will the Minister of EXTERNAL

AFFAIRS be pleased to state:

(a) whether USA has agreed to sell super computer to India on some conditions;

(b) if so, the details of the conditions laid down by USA;

(c) the reaction of Government thereto; and

(d) when a final decision is likely to be taken in this regard?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI I.K. GUJRAL): (a) The Government of India is awaiting a decision of the US Government to license the sale of a super computer to Indian Institute of Science Bangalore.

(b) The US Government has not communicated any details of the security regime which will be sought for this supercomputer.

(c) Does not arise.

(d) Does not arise.

12.00 hrs.

[Translation]

MR. SPEAKER: Please be seated. Shri Ramashray Prasad Singh.

(Interruptions)

MR. SPEAKER: They are new members. Be considerate to them.

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): Mr. Speaker, Sir, I want to raise a matter concerning Jahanabad which is my constituency. There has been a substantial increase in the number of incidents of killing and looting by the extremists in that district and the people are very much worried. On a visit to my constituency on the 26th April I came to know that two persons named Sadhu Singh and Ramchander Singh while returning from the block office were stopped and their heads chopped off in the Karpi Thana area. On that very day during the night between 3 a.m to 7 a.m. all the belongings of Ramshish Singh who had been killed last year by the extremists, were taken away from his house in Dhuria village under Jaha-

nabad Thana and the people of that area witnessed the entire operation as helpless spectators. In Dihuri village under Kurtha Thana, some people were sleeping in a barn, one of them was gunned down. When I personally visited that area, the people informed me that he was shot dead by the police. Then I enquired from the police and they said that there was an encounter between the police and the extremists in which one of the policemen received a gun shot injury and that man was also shot dead but as per the version of the villagers, he was gunned down by the police. In Jahanabad, the number of extremists is growing very rapidly, I would like to draw the attention of the Central Government to this fact that if adequate attention is not paid by the Central Government to this problem well in time, it will take the shape of Bodo agitation and Punjab crisis. As a matter of fact even at present the situation is not good. I would, therefore, request the Government to extend full assistance to the State Government and the State Government should also try to curb these activities to the extent possible.

[English]

SHRI KAMAL NATH (Chhindwara): Mr. Speaker, Sir, the situation in Kashmir has not only been carrying on like that, but it is getting worse. Yesterday, we had the killings of a well known Kashmiri poet, Shri Sarwanand Koul and his son. At the same time, we had a statement yesterday from the President of a party, on the basis of which this Government is existing and surviving, taking a totally different line from that of the Government. The killings are continuing. Now, yesterday, the President of BJP has taken a line—I am not commenting on the line, I am saying he has taken a line, you should not deny that, that is what the newspapers have said—asking for attack on the training camps in Pakistan—occupied Kashmir. He has said that. It is not in his capacity as an M.P.

MR. SPEAKER: Well, he is a Member of Lok Sabha.

SHRI KAMAL NATH: He has not said that in his capacity as an M.P. but as the President of BJP... (*Interruptions*) I am talking on your point..... (*Interruptions*)

[*Translation*]

MR. SPEAKER: Please explain the concern.

[*English*]

SHRI KAMAL NATH: The concern is this that the Government today is depending on the BJP for support; on their basis this Government survives, and the BJP President has taken a line that India should attack the training camps in the Pakistan—occupied Kashmir and has reiterated the demand for abrogation of Article 370. It is not a request, but a demand. In the light of that, Government should come out and make a statement on the current Kashmir situation taking into consideration the BJP line on this..... (*Interruptions*) I am taking your point only. We want to hear the Government (*Interruptions*)

SHRIMATI GEETA MUKHERJEE (Panskura): Sir, this morning there was a serious fire in Shastri Bhawan Complex. One of the buildings of the Complex is seriously damaged. Closely following the Vigyan Bhawan fire on the one hand and series of *Jhuggi-Jhonpuri* fires on the other, this brings serious apprehension to the minds of the people. May I know whether there is any sabotage from any quarter, from people inside or outside the country or just a failure of administration or any other interested motives working behind these happenings? These happenings should be seriously investigated and measures to prevent and prompt action must be taken according to the report. I urge the Government to make a statement in the House on this fire today. (*Interruptions*)

SHRI TARIT BARAN TOPDAR (Bar-

rackpore): It is a serious matter. (*Interruptions*)

[*Translation*]

SHRI KALKA DAS (Karol Bagh): Mr. Speaker, Sir, incidents of fire are taking place in Delhi quite frequently. Attention has been drawn several times towards these incidents that are taking place in Delhi in a planned way. Even earlier a request had been made to enquire into the matter but to this day the persons responsible for all these have been brought to book. (*Interruptions*)

SHRI MADAN LAL KHURANA (South Delhi): Mr. Speaker, Sir, at 6.45 p.m. I Personally visited the site along with the Lt. Governor of Delhi.

AN HON. MEMBER: Where had you gone?

SHRI MADAN LAL KHURANA: Where fire broke out. I am referring to Shastri Bhavan. This fire broke out in Shastri Bhavan in the morning. Information in this regard was received at 7.07 in the fire station and at 7.15 it was declared to be a medium fire but later i.e. at 7.18 it was declared to be a major fire. Mr. Speaker, Sir, the interesting part is that the fire broke out in the Accounts Department. The office was closed. There was nobody in the office. In this case there is no possibility of fire on account of short circuit. (*Interruptions*)

AN HON. MEMBER: Had you gone there? (*Interruptions*)

SHRI MADAN LAL KHURANA: I have visited the place. I wish state that the fire broke out in the Accounts Department. I have seen that all the files were gutted. In the other places, fire was not so severe. The ceiling in that particular portion has been completely burnt. It appears as if the major damage is concentrated at a particular place. As has been said right now, the Chief of the fire brigade and Delhi Police have said that this matter should be investigated. After

visiting the site, we feel that it appeared to be a deliberate act committed with malafide intention. It has been stated just now that there was a fire at Vigyan Bhavan and also in the Jhuggi Jhompri areas of Delhi. In one area, the police have even apprehended some people. (*Interruptions*)

SHRI KAMAL NATH: Ever since you have taken charge of Delhi, fire incidents are taking place.

SHRI MADAN LAL KHURANA: When people are there, who indulge in arson... (*Interruptions*) I would like to submit that this a very serious matter that some people.... (*Interruptions*)... I am saying that there have been frequent incidents of fire in the Government buildings one after the other so it is essential that a high level enquiry is conducted in this regard.

SHRI MURLI DEORA (Bombay South): Please appoint a Parliamentary Committee to enquire into fire incidents. (*Interruptions*)

SHRI MADAN LAL KHURANA: I would like to request Shri Subodh Kant Sahay, to make a statement in this regard. Merely making a statement will not suffice, instead, as we had stated earlier, there should be a full fledged debate on this issue. Measures should also be taken to check such incidents in Delhi in future. (*Interruptions*)

SHRI KALKA DAS: Mr. Speaker, Sir, kindly ask the Home Minister to make a statement in this regard. Fire incidents are taking place. A demand for conducting an inquiry into these incidents was made earlier also with a view to bring to book all persons indulging in these acts of arson and to check the situation from deteriorating further. In case no attention is paid in this regard and no action is taken, such incidents of arson would go on increasing steadily. This is being done in Delhi in a planned manner. (*Interruptions*)

[*English*]

SHRI SAIFUDDIN CHOUDHURY (Katwa): I want to raise a very serious matter

about which we are all concerned. I believe you are also concerned about it. The volunteers of Bharatiya Bhasha Sangathan have started an indefinite fast again. Last year, they had launched a fast unto death demanding the recognition of all Indian languages for the examinations of U.P.S.C.

You are well aware that in 1968 Parliament unanimously adopted a resolution that this would be done. Twenty years have passed but that has not taken place. Last time when the Congress (I) Government was in power, due to the intervention of some MPs and due to the public opinion created at that time, the then Minister in charge intervened and a committee was formed. The term of that committee is being extended off and on. Now a suspicion has been created in the minds of the people that the whole thing will be stalled. Now I request the Government to assure the House firmly that this would be the last extension of the tenure of that committee. The Government should also assure the House that the committee will submit its report and the Government will sincerely implement it. I also request the Government to contact those fasting volunteers and see that they end their fast.

SHRI P.R. KUMARAMANGALAM (Salem): Yesterday, the Minister of External Affairs made a *suo motu* statement in the House on his talks with the Foreign Minister of Pakistan. We had raised this issue earlier and wanted a discussion under Rule 193. You said that the matter would come up before the BAC. But, unfortunately, it could not come up before the BAC for various reasons. Today, we have read in the papers that Amanullah Khan, the dreaded terrorist, has now managed to escape from US and gone back to Pakistan. This has essentially happened because we have originally asked for his expulsion, withdrawal of visa rather than taking effective steps. We would like the Minister to make a statement on this. We also want a discussion on this matter immediately, if possible, on Monday itself.

PROF. K.V. THOMAS (Ernakulam): The price of the diesel has gone up. The price of

the kerosene has not gone up. Therefore, diesel is being adulterated with kerosene. Everywhere we are getting adulterated diesel. Will the Government bring down the price of diesel?

[*Translation*]

SHRI YAMUNA PRASAD SHASTRI (Rewa): Mr. Speaker, Sir, all the workers of Doman Hill Coal Mines in Sarguja district of Madhya Pradesh, are on strike for the last 24 days. Their eight days' wages have been deducted although they had worked on all those days. In fact these mine workers risk their lives in going hundreds of metres down into the coal mines to work there. To protest against the deduction of their eight days' wages these workers have gone on strike. The management of the coal mine is not prepared for a dialogue with their representatives union. Instead they have called in the musclemen to manhandle the workers. As such, these workers have proceeded to Delhi from Doman Hill and now they have reached Amlai after covering a distance of 60-70 kms. So it is my submission that a dialogue may be initiated to settle the issue with their representative union i.e. Coal Mazdoor Sabha which is affiliated to Hind Mazdoor Sabha so that the production of coal may be started and justice may be done to the coal mine workers.

[*English*]

PROF. SAIF-UD-DIN SOZ (Baramulla): In Jammu & Kashmir State, the designated courts have to deal with cases of terrorism. Now, these courts have been shifted from Srinagar to Jammu. If a person is found guilty, he should be punished. But it is the innocent people who suffer mostly because these courts has now been shifted to Jammu. These are cases of ten year old children who were blindfolded and taken to various jails in Jammu province. . (*Interruptions*) I am talking about the innocent people You please listen to me. . (*Interruptions*)

SHRI HARIN PATHAK (Ahmedabad): You always talk about the so called innocent

people but you do not talk about the terrorists...

(*Interruptions*)

PROF. SAIF-UD-DIN SOZ: They have no concern for the innocent people. I rise for the innocent people. In most cases these innocent people will have to be released. The families will have now to take the trouble to go to Jammu. Instead of approaching the court in Srinagar they will have to go all the way to Jammu to seek justice. Now I want these courts to be shifted back to Srinagar so that the innocent people can approach the court and get them released...

(*Interruptions*)

MR. SPEAKER: No cross talking.

(*Interruptions*)

[*Translation*]

MR. SPEAKER: Nobody is supposed to speak without my permission. Yes, Mr. Harish Rawat.

SHRI HARISH RAWAT (Almora): Mr. Speaker, Sir, I agree with what Hon. Madan Lal Khurana has said about the incompetence shown by the Government in controlling the fire incidents in Delhi. Leave aside the matter of controlling fire incidents, the Government has not been able to solve even the drinking water problem of the people residing in Delhi. In a number of colonies in Delhi, particularly in the areas of where there are multi storeyed buildings, the people residing on the top floors are not getting the supply of water even for ten minutes. You can easily imagine the plight of the people in meeting the full day's requirement of their entire family with the limited water supply available for barely ten minutes.

Mr. Speaker, Sir, the situation has deteriorated to such an extent that people in some localities have been forced to hire auto rickshaws to fetch water. (*Interruptions*)

Mr. Speaker, Sir, earlier I only supported Mr. Madan Lal Khurana's statement on the incompetence of the Government in dealing with fire incidents I was not speaking on the issue. I am only talking about drinking water problem. (*Interruptions*)

I think that Mr. Madan Lal Khurana and Shri Kalka Das will share my views that there is short supply of water in several areas of Delhi and the people residing in the multi storeyed buildings are especially getting very little water. Similarly the situation in D.I.Z. area is quite serious and even in North Avenue and South Avenue where M.Ps. are residing, the water supply is quite scanty. In such a situation, the Government should make arrangements for adequate supply of water so that the people do not have to face water scarcity. I hope that the elected members representing Delhi will certainly support my statement.

[*English*]

SHRI CHITTA BASU (Barasat): Sir, I want to raise a question which has already been raised, that is, with regard to the JKLF President Mr. Amanullah Khan. There are grave implications in it. I have got in my possession a report issued by the State Department of the United States of America entitled 'Pattern of global terrorism'. This was issued on 1st May last. This report described the JKLF as "the most prominent of the militant Muslim groups working in Jammu and Kashmir." The report also held this JKLF responsible for various criminal acts including the kidnapping of the daughter of the Home Minister of our country. He is also held responsible for the bombing of Indian Airlines' office in Srinagar through this organisation named JKLF. Now the Government of this country made a plea to the United States of America for arresting and extradition of Mr. Amanullah to India for prosecution, etc. etc. Now today's newspapers have reported that he has already left for Pakistan. I hope, by this time he is very much in Pakistan. It is reported also that before leaving the United States of America Mr. Amanullah had a conference with differ-

ent representatives of the militant groups operating in Jammu & Kashmir and they have evolved an integrated strategy to follow. The same person, Mr. Amanullah, in Pakistan ultimately will help this strategy to be implemented in Jammu & Kashmir. I apprehend and I think, the House will also join me in expressing their apprehension that there is a possibility of further mounting up of terrorist activities in Jammu & Kashmir. Here is the implication. Mr. Amanullah could not have escaped to Pakistan had there been no connivance of the United States of America. And the United States of America has acted, if a mild expression is to be used, in a hostile and unfriendly way. Will the Government of India explain to the House what steps Government proposes to take in this matter? Will they write a letter of resentment or lodge a protest against the United States of America for their connivance with JKLF?

[*Translation*]

SHRI SURYA NARAYAN YADAV (Saharsa): Mr. Speaker, Sir, during the British regime, trains used to run between Nirmali and Bhaptiahi Saragirh in Saharsa district of Bihar but after the collapse of a bridge on this section the Government has not been able to resume train services on this section for the last 42 years just on the pretext of budget deficit and financial constraints, which is causing great hardship for the people of that area. You may be aware of the fact that Saharsa district is a flood prone area and there is no provision of road transport. Here the railways are the only mode of transport which is lying closed after the bridge collapse. Through you I would like to request the Government to restore immediately the train services on this section between Nirmali and Bhaptiahi Saragirh and if the Government fails to do so within a period of next one year, all the citizens of Saharsa district would sit on dharna and hunger strike and block rail traffic in Saharsa district.

SHRI PHOOL CHAND VERMA (Shajapur): Mr. Speaker, Sir, at the outset I

must thank you for giving me an opportunity to express my views. A large number of Pakistani terrorists have infiltrated into Indore, Devas, Bhopal, Sehore, Raisen and Bastar districts of Madhya Pradesh posing as migrant Hindus from the Kashmir Valley and they are waiting for an opportunity to disturb the law and order situation in Madhya Pradesh. They are also trying their level best to flare up communal riots. In the riots that had taken place in Raisen district last month, involvement of such Pakistani elements was noticed who had come to India after obtaining a visa and did not return to their country even after the expiry of the validity period of their visa and they are also planning to flare up communal riots at other places. The last date of the visa of these Pakistani citizens, who had come to Madhya Pradesh, has expired and along with these people a large number of terrorist, who have received training in Pakistan, have infiltrated and spread throughout the state. They can create at any moment a communal disharmony in the state. So through you I would like to request the Home Minister to come out with a statement in this regard.

[English]

SHRI AJIT PANJA (Calcutta North East): Sir, the hon. Members have voiced their concern regarding fire at certain places, including Shastri Bhawan today. The evidence that has transpired is that it is not a case of fire, it is a clear case of arson—intentional putting of fire for various motives. Fire in jhuggi-dwellers' colonies is set in because land grabbers are involved in that, as valuable lands are involved. Children were used, as per the newspaper report, for the purpose of putting fire. It appears that several people were arrested. The newspaper report is that political pressure was put in for the release of those persons on the same day on a bond. Therefore, it is of great concern to all of us that when this scheme of arson is going on, whether the Government has taken proper steps to find out any machinations of the land grabbers on the one side and of the terrorists and other law-breakers on the other. So far as Vigyan Bhawan and

Shastri Bhawan fires are concerned, it is not a case of fire, it is a clear case of arson and it is very surprising that the Government is not coming out with any statement, excepting so called statement which we also read in the newspapers. Therefore, Sir, through you, I call upon the Government to make proper inquiry into this.

SHRISONTOSH MOHANDEV (Tripura West): Sir, in the last Lok Sabha elections, there were no elections in Assam because the voters list was not prepared. It was expected that during December, when the Assembly elections are due, there will be Lok Sabha elections. But yesterday a delegation came from Assam and the voters list which was published on 24th December, 1989, has again been challenged, which means that if again the revision takes place, the people who are subjected to verification in the name of foreigners, will be harassed. So, I appeal to the Minister of Law and the Home Minister, who is in charge of the nodal Ministry for the purpose of Assam Accord, to come forward with a definite statement about this voters list because it is becoming the cause of worry for the linguistic and religious minorities in Assam. This is a very important matter as Assam is not being represented in this House.

[Translation]

SHRI JANARDAN TIWARI (Siwan): Mr. Speaker, Sir. Having faced intimidation in the Valley a large number of Hindus are now migrating to this region. Similarly 20 thousand Hindus have been driven out from Bhutan and they have also taken shelter in this country.

MR. SPEAKER: You should say that Indians have been driven out.

SHRI JANARDAN TIWARI: If you have any objection to our calling them Hindus then I may call them Indians. So I was saying that they are being persecuted and are being driven out from that country with the connivance of police. I would like to urge the Government to send a Parliamentary team and

send a letter of protest against the expulsion of Indians from that country. It is a very serious matter. Whenever they are expelled, they take refuge in our country. This has raised a platoon of refugees. This is a matter of serious concern.

[English]

SHRI K.S. RAO (Machilipatnam): Sir, the auto rickshaw drivers of Delhi are on hunger strike for the last twenty days. Today is the twentieth day. One Mr. Somnath is on hunger strike...

(Interruptions)

[Translation]

AN HON. MEMBER: They loot the people.

SHRI K S RAO: First listen to me

[English]

Auto rickshaw drivers are looting and you are not looting, we are not looting?

MR. SPEAKER: It is good that you spoke Hindi. I heard your sentence in Hindi. It is good.

SHRI K S RAO: Sir, their demands are not for getting loans of crores of rupees or lakhs of rupees, or subsidies. Unfortunately, these poor drivers are being penalised to the extent of Rs. 1,000 to Rs. 2,000 on the pretext of pollution. I can understand major factories which have become a hazard and which are creating pollution, being penalised very heavily. While the present Government is not taking care of such a thing, they have fallen on the poor drivers. Their request now is not to impound those vehicles whose drivers could not pay this penalty of Rs. 1,000 or Rs. 2,000. They have been awarded Rs. 1,000 to Rs. 2,000 as penalty, whereas the Act provides for only Rs. 50 as penalty. The only crime, the major crime that, I understand, they have committed is that they are affiliated to INTUC and not to a party which

is trying to exert their power in Delhi. So, I wish to say to the hon. Minister that irrespective of the party affiliation or party conviction, a poor man is a poor man, an auto rickshaw driver is an auto rickshaw driver whose earnings are hand to mouth. I request the hon. Minister concerned to direct the Lt. Governor for having negotiations with the Auto-rickshaw drivers and settle their problems amicably so that the life of the auto-rickshaw driver who is on hunger-strike may be saved.

PROF. N.G. RANGA (Guntur): Mr. Speaker, Sir, I wish to congratulate you on your success in persuading the leaders of the parties and the Members of the Parliament also to follow this procedure, which is very wholesome, one after the other, instead of all of us shouting as we had been doing in the past. But it creates one particular problem. Very important questions are being raised. But, then, the Ministers are not expected to be here. In the case of Matters under Rule 377, the Ministers are not expected to be here. But they are taken note of. Then, there is a Committee of the House to consider our points made in various representations and the response of the Government and a report is being made to the House also. You will have to devise some procedure by which whatever we have said now during the so-called Zero Hour would be recorded, the next day they would be communicated to the concerned Ministers and the Ministers are expected to send their replies not only to you, to the House but also to the concerned Members. Thereafter, there must be some Committee of this House, preferably the Committee which is already looking into these representations made under Rule 377, to look into the points raised during Zero Hour so that the House and the Members could have proper satisfaction by getting replies from the Ministries.

MR. SPEAKER: We can discuss this in the meeting of leaders. We can take it up there.

[Translation]

SHRI YUVRAJ (Katihar): Mr. Speaker,

Sir, in this country, every week a large number of good breed of bullocks are being sold in the big markets, such as Kheria Malikpur in Katihar, Purnea and Araria districts of Bihar and thereafter they are loaded in trucks and in collusion with the middlemen, traders and the police they are transported to Bangladesh. This practice is telling adversely on our agriculture on one hand and our economy on the other. I would like to tell the hon. Minister through you that though a law already exists in our country which prohibits export of cattle from one state to another, in Western U.P., Haryana and Punjab, a large number of bullocks of good breed are loaded in trucks and sent to Bihar, from where they are exported to Bangladesh. In this work the police, the local administration and the traders play an active role. These bullocks are made to cross over the border through the territory of Bengal and from where they are sent abroad. It fetches them an attractive amount of foreign exchange although our country has to incur a heavy loss on this account. Through you I would like to draw the attention of the Government to this fact and suggest that the laws enacted in this regard should be properly enforced and export of all cattle heads from this country should be banned and arrangements should also be made to ensure that under no circumstances cattle of good breed are allowed to be exported to Bangladesh through the territory of Bihar and Bengal.

SHRI HARISH PAL (Meerut): Mr. Speaker, Sir, at the outset I must thank you for giving me time to express my views. The population of Delhi is steadily increasing day by day as more and more people are continuously pouring in and settling here. In order to check this trend, a plan namely the N.C.R. was formulated, under which arrangements to settle the population within an area of 100 kms and plans to shift the offices outside Delhi etc. were made. I would like to ask the hon. Minister through you about the progress made in the implementation of the N.C.R. Plan. As for the existing situation the agricultural land of farmers is taken away from them at a very low rate for the Housing

Schemes in the name of N.C.R. and it is further sold out to others at a very high rate. Moreover no action has been taken to connect the ring towns and neighbouring cities of Delhi with a Railway link or in some other way. For example no facility has been provided to the daily commuters between Meerut and Delhi so as to facilitate their movement towards Delhi early in the morning to attend to their work or in that city and to return to their home town in the evening. The Government has hitherto paid no attention towards the development of means of transport. They have also not created an industrial belt so as to check the increasing pressure of population on Delhi and shift the industries to the neighbouring cities. I would like to urge upon the Government through you to make the N.C.R. plan a success by implementing it at the earliest keeping in view the four points, that I have raised here.

SHRI GUMAN MAL LODHA (Pali): Mr. Speaker, Sir, I want to draw the attention of our Prime Minister towards the possibility of holding talks between the Prime Minister of India and the Pakistani Prime Minister on the Kashmir issue with the Japanese Prime Minister serving as a mediator. Pakistan has said that with a view to settle the Kashmir issue, in the first instance plebiscite should be held there.

Mr. Speaker, Sir, as per the pact signed between Smt. Indira Gandhi and Sheikh Abdullah in 1975 it was decided that the issue of partition would never be raised in future and it was repeatedly declared that Kashmir was an integral part of India and thus the issue of plebiscite did not arise at all. In view of this fact that Prime Minister should make it clear that the question of plebiscite should not figure in the course of any discussion and the earlier announcement made to that effect that Kashmir was an integral part of India should be honoured.

12.36 hrs.

Patna, for the year 1980-81.

PAPERS LAID ON THE TABLE

[Translation]

Annual Reports and Reviews on the working of the Punjab Agro Industries Corporation Ltd., Chandigarh, Bihar, State Agro Industries Development Corporation Ltd., Patna, Himachal Pradesh Agro Industries Corporation Ltd., Simla for 1988-89 along with statements showing reasons for delay in laying these papers etc.

THE MINISTER OF STATE IN THE DEPARTMENT OF AGRICULTURE AND COOPERATION IN THE MINISTRY OF AGRICULTURE (SHRI NITISH KUMAR): Sir, on behalf of Shri Devi Lal, I beg to lay on the table:

- (1) A copy each of the following papers (Hindi and English versions) under section 619A of the Companies Act, 1956—

(a) (i) Review by the Government on the working of the Punjab Agro Industries Corporation Limited, Chandigarh, for the year 1988-89.

(ii) Annual Report of the Punjab Agro Industries Corporation Limited, Chandigarh, for the year 1988-89 along with Audited Accounts and comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT 753/90]

(b) (i) Review by the Government on the working of the Bihar State Agro-Industries Development Corporation Limited,

(ii) Annual Report of the Bihar State Agro-Industries Development Corporation Limited, Patna, for the year 1980-81 along with Audited Accounts and comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT 754/90]

(c) (i) Review by the Government on the working of the Himachal Pradesh Agro Industries Corporation Limited, Shimla, for the year 1988-89.

(ii) Annual Report of the Himachal Pradesh Agro Industries Corporation Limited, Shimla, for the year 1988-89 along with Audited Accounts and comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT 755/90]

(2) Three statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above. [Placed in Library. See No. LT 753-755]

(3) (i) A copy of the Annual Report (Hindi and English versions) of the National Oilseeds and Vegetable Oils Development Board, for the year 1988-89 along with Audited Accounts under sub-section (4) of section 14 and sub-section (4) of section 16 of the National Oilseeds and Vegetable Oils Development Board Act, 1983.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Oilseeds and Vegetable Oils Development Board, for the year 1988-89.
- (4) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above. [Placed in Library. See No. LT 756/90]

[English]

Annual Report and Review on the working of the Rehabilitation Plantation Ltd., Punalur, for 1988-89 along with statement showing reasons for delay in laying these papers and a statement correcting answer to U.S.Q. No. 4768, date 12th April 90. Re: Grant of Indian Citizenship

THE DEPUTY MINISTER IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (CH. JAGDEEP DHANKAR): Sir, on behalf of Shri Mufti Mohammad Sayeed, I beg to lay on the Table:—

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—
 - (i) Review by the Government on the working of the Rehabilitation Plantations Limited, Punalur, for the year 1988-89.
 - (ii) Annual Report of the Rehabilitation Plantations Limited, Punalur, for the year 1988-89 along with Audited Accounts and comments of the Comptroller and Auditor General thereon.
- (2) A statement (Hindi and English

versions) showing reasons for delay in laying the papers mentioned at (1) above. [Placed in Library. See No. LT 757/90]

- (3) A statement (Hindi and English versions) correcting the English versions of the reply given on 12th April, 1990 to Unstarred Question No. 4768 by Shri N. Dennis regarding grant of Indian Citizenship. [Placed in Library. See No. LT 758/90]

12.37 hrs.

PRESENTATION OF PETITION

Demands and grievances of the Workers engaged in different units of some Aluminium Companies in the country

[Translation]

SHRI SURYA NARAYAN SINGH: Mr. Speaker, Sir, I seek your permission to present a petition signed by Shri Malaya Palit, Indian Aluminium Company Post Office Hirakud District Sambalpur (Orissa) and others regarding demands and grievances of the workers engaged in different units of India Aluminium Company, Hindustan Aluminium Corp., National Aluminium Company, Bharat Aluminium Company and Madras Aluminium Company.

[English]

MR. SPEAKER: Now Calling Attention.

SHRI HARISH RAWAT (Almora): Sir, I am on a point of order.

[Translation]

Generally Calling Attention should relate to a matter of urgent public importance or to a matter of recent occurrence and the same

matter cannot be raised in the House twice during a session. The matter had already been raised in the House under Rule 193 and it was discussed for four hours. Therefore, Calling Attention should not be allowed on this issue. We have a doubt that this Calling Attention notice has been given by a Member at the instance of somebody in the Government. However, we do not want to run away from the discussion on this issue. Instead of hurrying through it we want a detailed discussion on it so that it is discussed properly. Briefing the M.Ps. to raise issues like this in the House is sheer waste of time. I would like to submit that

[English]

this discussion should be converted into discussion under rule 193.

[Translation]

MR. SPEAKER: The Business Advisory Committee has discussed it already.

SHRI KALKA DAS (Karol Bagh): If you are serious about this issue why do you want to run away from it.

MR. SPEAKER: The House is supreme. Kalka Das Ji, please take your seat.

SHRI HARISH RAWAT: Mr. Speaker, Sir, the problem with the Members of B.J.P. is that they listen only the part which suits them and nothing beyond it. I have already said that detailed discussion should be laid on it.

[English]

PROF. P.J. KURIEN (Mavelikara): Sir, I would like to make it very clear that we are not opposed to any discussion. Yesterday in the BAC Meeting this issue was also discussed and there was almost unanimous consensus that this should be converted into discussion under Rule 193. So, I would only suggest that this discussion should be converted into discussion under Rule 193 so that it will be more meaningful.

MR. SPEAKER: Yes, you have made your point. Let us hear the Government.

THE DEPUTY MINISTER IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (CH. JAGDEEP DHANKHAR): Sir, it is at the disposal of the House. We have no objection.

[Translation]

MR. SPEAKER: Is there a consensus that this notice should be converted into Discussion under Rule 193?

SOME HON. MEMBERS: Yes, Sir.

MR. SPEAKER: All right. At what time it should be taken up?

SOME HON. MEMBERS: Right now.

MR. SPEAKER: All right. First we take up a motion of Business Advisory Committee, then Meters under Rule 377 and thereafter we will take it up.

12.40 1/2 hrs.

[English]

BUSINESS ADVISORY COMMITTEE

Ninth Report

THE DEPUTY MINISTER IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (CH. JAGDEEP DHANKHAR): Sir, on behalf of Shri Satya Pal Malik, I beg to move:

"That this House do agree with the Ninth Report of the Business Advisory Committee presented to the House on the 2nd May, 1990."

MR. SPEAKER: The question is:

"That this House do agree with the Ninth Report of the Business Advisory Committee presented to the House on the 2nd May, 1990."

The Motion was Adopted

12.41 hrs.

MATTERS UNDER RULE 377

*[English]***(i) Need to instal a TV Relay station at Chidambaram in South Arcot district of Tamil Nadu**

DR P VALLAL PERUMAN (Chidambaram) Sir, the world famous temple of Sri Nataraja is in Chidambaram in South Arcot District of Tamil Nadu which is my constituency. The grand annual dance mela in Chidambaram temple is shown on T V to the rest of India but the same cannot be witnessed by the local people for want of T V transmission and reception facility. Chidambaram is an important industrial and cultural city. Around 7,000 students study in various educational institutions under the Annamalai University. Oil and Natural Gas Commission has struck oil and natural gas in Perangipet and in Buvanagiri alone, 215 barrels of crude oil a day is tapped for being refined at Manali. In and around Buvanagiri, natural gas at 3,000 million cu mtr is expected to be tapped and the work is going on at a faster pace.

A cooperative sugar factory established at a cost of Rs. 30 crores is in operation in Sethiathope. A glass factory at a cost of Rs. 18 crores is proposed to be established at Kaspala Alamsadi in Buvanagiri. In view of the above, I request the hon. Minister to instal a T V Relay Station in Chidambaram at the earliest.

*[Translation]***(ii) Need to ensure that loans for house building are made available to people by financial institutions on easy terms**

SHRIMATI USHA VERMA (Kheri) Mr Speaker, Sir, with your permission I would

like to raise the following matter under rule 377. Today India is a prosperous country. We have made progress in all the sectors. No Indian is worried about food and clothing but a house is still a dream for many. In this connection the challenge taken up by financial institutions to provide house building advance on easy terms is commendable. The National Housing Bank can also play a vital role in strengthening these institutions.

But today the need of the hour is to provide loans at low rates of interest. These institutions provide loans at the rate of 12 1/2% upto Rs. 20,000, 13% upto Rs. 50,000 and 14% upto Rs. 1,00,000 to the common man and the scheme formulated by the National Housing Bank to provide financial assistance can be called as a beginning in this direction.

12.44 hrs.

[SHRI JASWANT SINGH in the Chair]

If the Ministry of Finance includes these financial institutions under section 54E of Income Tax HUDCO, they would be able to mobilise more resources from public and provide loans at lower rate of interest to the people. They would be able to give loans at the rate of 10 1/2% upto Rs. 20,000, 11 1/2% upto Rs. 50,000 and 12 1/2% upto Rs. 1,00,000.

Therefore, I would like to suggest that the Ministry of Finance should provide similar facilities to these financial institutions as are available to the Banking Institutions. The National Housing Bank should also be provided powers similar to those of the Reserve Bank of India in order to supervise the operation of these institutions. Today these Financial Institutions need Rs. 70 thousand crores.

*[English]***(iii) Need to Include 'Dogri' language in the Eighth schedule of the Constitution**

SHRI JANAK RAJ GUPTA (Jammu): Sir, a large number of people in Jammu and

Kashmir State especially in Jammu region speak Dogri language. Dogri is the language of the Dogras who are well-known fighters, warriors and brave soldiers in the country.

I would like to urge upon the Government to include Dogri language in the Eighth Schedule of the Constitution of India.

[Translation]

(iv) Need to extend pension benefits to the armed forces personnel who are removed from service on medical grounds

SHRI M.S. PAL (Nainital): At the time of recruitment of armed forces every soldier under goes a thoroughly medical examination. But if a soldier suffers from an incurable disease after 8 to 9 years of service, he is dismissed from the army by the Medical Board. Such soldiers are not entitled to any pension. In case he dies later, his widow and children suffer a lot.

If a civilian employe dies after putting in one year of service, his dependents are entitled to receive family pension while on the other hand injustice is being done to these soldiers because of pension rules which are in force since the British period.

Now when the Government is rehabilitating the deserters, which is a welcome step, it should also modify the pension rules with a view to providing pensionary benefits to these soldiers/their widows. Besides, military nursing Service should be given the status of military corps.

[English]

(v) Need to electrify railway line between Ahmedabad and Gandhinagar

SHRI PRAKASH KOKO BRAHMBHATT (Baroda): Sir, Gandhinagar is a capital city of Gujarat. The existing railway line between Ahmedabad and Gandhinagar is laid purely for serving this city. With the fast develop-

ment of the new capital, the adjoining areas are also being developed. Gujarat Electricity Board's Power Station and IFFCO near Sertha have passenger and goods traffic potential.

There is only one train trip between Ahmedabad and Gandhinagar which takes about one and half hour to travel a short distance of 30 kms.

Bombay-Sabarmati section is already electrified. If this electrification is extended upto Gandhinagar, it would bring a number of benefits, e.g.

- (a) Railways would be able to extend two or three long distance passenger trains to terminate and originate from Gandhinagar.
- (b) In due course, additional long distance trains could be introduced to serve Ahmedabad as well as Gandhinagar.
- (c) Commuters between Ahmedabad and Gandhinagar would be benefited substantially with the extension of E.M.U. services planned by the Railways between Baroda and Ahmedabad.
- (d) It will help reduce congestion on roads to Gandhinagar and also reduce pollution.
- (e) Full requirements of coal for the expanded power house at Gandhinagar would be met with conveniently by the Railways.

I hope that the Government will take immediate decision in this regard.

[Translation]

(vi) Need to take steps for providing drinking water in Bayana, Rajasthan

SHRI THAN SINGH JATAV (Bayana):

[Sh. Than Singh Jatav]

There is acute shortage of water in Bayana in Rajasthan. The drinking water is not available. The level of water in wells has receded. The hand pumps are out of order and people are crying for water. Women have to go to long distances to fetch water. The water of the wells meant for irrigation has also dried up. There is acute shortage of water in 15 panchayats of Vaar, 17 panchayats of Roopvas, 24 panchayats of Bayana and 14 panchayats of Dang in Wadi tehsil. There is acute shortage of water everywhere. Water is being supplied to Sarbhanthra-Badi-Basedi by tankers but it is not sufficient.

Many panchayats have completed minor drinking water schemes but these can not be commissioned for want of electric connections. The people are in real trouble. The panghat schemes are pending because there is no water in the wells. There is absolutely no water in the areas inhabited by Scheduled Castes and Scheduled Tribes.

The policy of the Government is to provide drinking water according to a time bound schedule. I demand that drinking water should be supplied at the earliest in my area. Small barrages should be built on the rainfed rivers so that the level of water can be raised. Tubewells should be dug in the beds of rivers. The terrain of Roopvas is rocky and therefore deep bore wells should be dug there.

[English]

(vii) Need to allocate more funds for early completion of Tamluk-Digha railway line

SHRI SATYAGOPAL MISRA (Tamluk): The Railway Ministry took up the construction of Tamluk-Digha Railway line after prolonged demand of the people of West Bengal. This railway line, when completed, will connect the famous tourist spot of Digha with other parts of the country.

The estimated cost of the project is Rs.

73.71 crores and up to the financial year of 1989-90, only Rs. 9.17 crores have been spent on the project. The Budget allocation for the financial year of 1990-91 is only Rs. 3 crores and the balance will be Rs. 61.53 crores. And if the Railway Ministry goes on allocating the Rs. 3 crores on an average each year, the simple arithmetical calculation will show that it will take more than 20 years to complete the project. In the meantime, the cost of construction is bound to go up creating an uncertain situation for the completion of the project.

Therefore, I urge upon the Ministry of Railways as well as the Ministry of Finance to look into the matter seriously and allot a sufficient amount so that the construction of Tamluk-Digha railway line can be completed within a reasonable period of time thereby fulfilling the dream of the people of West Bengal.

(viii) Need to write off loans, including those from Cooperatives, upto Rs. 10,000 of small/marginal cultivators and artisans

SHRIMATI GEETA MUKHERJEE (Panskura): Sir, Indebted rural poor, peasants and artisans crushed under debt burden all over the country were elated by the election promise of the Government to "Write off loans upto Rs. 10,000/- of small marginal cultivators and artisans as on October 2, 1989." Prime Minister's declaration of "Action Plan" roused hopes further.

But now due to a number of "ifs and buts" created by various declarations, including that in the Budget Speech and provisions made by the Government, the peasants are not feeling sure about the full and immediate implementation of the promise. For example, leaving the part of the financial responsibility of waiving Cooperative loans of the above categories to the State Governments has created difficulty due to resource constraint of some of them. Then again, the mention of 'wilful defaulters would be excluded' in the budget speech of the hon. Finance Minister has created the apprehen-

sion as to the determination of who is wilful defaulter because corruption is very much a reality in the administration still, and thereby eligible people being deprived. In reality, some State Governments are even going on with forcible realisation of debts even from these categories.

I, therefore, request the hon. Finance Minister to create necessary conditions for actual implementation of the pledge without delay by taking total central financial responsibility for fulfilling the pledge (including that of loan from cooperatives.)

MR. CHAIRMAN: The Calling Attention has already been converted into Discussion under Rule 193.

SHRI VASANT SATHE (Wardha): You will recall there is already one Discussion under 193 on 'Prices' still going on. Normally when one 193 Discussion is going on, we do not interfere with 193 that is over. The best thing would be let that be completed because we would also like to participate and we would like to hear the suggestions of the Government also, and then we take up this. If that is all right, even if it is tomorrow I do not mind. This 193 can go to tomorrow but, after 193 Discussion on Prices is over. That is also one important matter.

[*Translation*]

SHRI YUVRAJ (Katihar): The discussion on price rise should be completed first.

[*English*]

MR. CHAIRMAN: I have not to apply my mind on this. Earlier on the Calling Attention listed for today, there were some objections raised by some hon. Members as to why this Calling Attention had been listed at all. Therefore, there was a request made that this Calling Attention be converted into a wider discussion under Rule 193. As my name was there in the Calling Attention, I sought the hon. Speaker's ruling before he

vacated the Chair whether this discussion under Rule 193 is to be taken up now or later. The Speaker has already instructed me to rule that this Calling Attention, which has been converted into discussion under Rule 193, will be taken up now. So, I call upto Shri Devendra Prasad Yadav to initiate the discussion.

12.56 hrs.

DISCUSSION UNDER RULE 193

Irregularities in A-320 Air Bus Deal

[*Translation*]

SHRI DEVENDRA PRASAD YADAV (Jhanjharpur): Mr. Chairman, Sir, through you, I would like to draw the attention of this august House and the Government under rule 193 to a matter which is not only of urgent public importance but also of national interest.

During the regime of Rajiv Gandhi's Government many corruption cases came to light and corruption had reached its peak. Many scandals, particularly of receiving commissions, were exposed whether it was Bofors gun deal or the Submarine deal. But there was one case which has not been exposed before the public till date and that is the case of bungling in the A-320 Air Bus deal. I am drawing your attention to it because the contract with the Bofors company was for Rs. 1600 crores only whereas the contract for A-320 Airbus was for staggering figure of Rs. 2197 crores. There are three main aspects of this matter, irregular agreement, ignoring the technical aspects and ignoring the national interests. All the rules have been violated while finalising an agreement with the Airbus Industries of France. Even a formal Committee was not constituted to examine the various aspects of the Airbus and to give its advice on technical aspects. An expert committee was constituted under the Chairmanship of Air Marshal Dilbagh Singh which too had submitted its report and recommended the purchase of Boeing aircrafts. The letter of intent had also

[Sh. Devendra Prasad Yadav]

been issued and an advance of US \$ 9 lakh was also sent. But in spite of that Rajiv Gandhi's Government decided to purchase the aircraft from Airbus Industries without paying any heed to the reports of all the committees. This contract was finalised in a hurry and everything was done in such a haste that neither there was any technical difficulty nor any departmental objections. The way Airbus A-320 was purchased it appears there was some bungling. That is why I will like to refer to the meeting held between the Prime Minister of India and the Prime Minister of France. The conclusions of that meeting were —

[English]

"The PM said that the original offer of Boeing-757 was cheaper than the French offer for air Bus-320."

[Translation]

It was argued,

[English]

"Therefore, we had issued a letter of intent to the Boeing Company. But subsequently two things happened. Firstly, the 757 was found to be too narrow for the comfort of passengers and secondly, the French company brought down its prices and came up with a much better package."

13.00 hrs.

This in turn upset the Americans. We can get more and more convinced that Hermits 320 is a better aircraft but the Americans are coming up with a matching offer. If the French can help a little bit, we can clinch the deal.

[Translation]

Mr. Chairman, Sir, through you I would like to draw the attention of this august

House to three aspects of this matter. Why was the contract with Boeing cancelled in haste and a new contract signed with Air Bus? On what basis was this decision taken? Secondly, why the evaluation of other planes had not been done during the years 1986 to 1988 when there was time gap in placing first and second orders? Why had the Government ignored the accident of A-310 at an air show in France? Thirdly, why the planes were not purchased from companies who were ready to give it on easy terms and conditions rather than going in for A-320 with an inferior quality V-2500 engines. The investigations of these three aspects will reveal the secret. This is the case of fraud and bungling and nothing else. If A-320 had not met with an accident in Bangalore and CBI had not registered an FIR in the court, such a large scale bungling would not have come to light.

An expert committee was constituted under the Chairmanship of Air Marshal Dilbagh Singh in August, 1983. This Committee evaluated seven planes in 14 months and submitted its report in May, 1984. The report recommended purchase of 208 seater Boeing 757 for Indian Airlines fleet to be acquired by the middle of 1985. The Airlines accepted the report of the Committee and a letter of intent to purchase 12 planes was issued to Boeing Company on 24th July, 1984 and the amount of US \$ 9 lakh were deposited as advance. At that time the Airbus Industries was not ready. I would like to raise two or three points in this regard. Whether it is not a fact that instructions were issued to the Board on 14th November, 1984 for conducting evaluation whereas the Board had already completed its evaluation work on 26th August, 1984? They were asked to submit the report within three days but when they submitted the report on 26th August, 1984, the decision to purchase the planes was taken on 30th August. On the other hand Shri Sindhu, the then Additional Secretary has clearly written in a note that the decision to purchase the planes had been taken in the Prime Minister's office on 2nd August, 1984. It is a dubious case because the decision to purchase the planes had

been taken on 2nd August, 1984 whereas instructions for evaluation were issued on 14th November, 1984. On 26th August, 1984 the Board said that it had completed the evaluation work and orders should be placed for planes. The Office of the Prime Minister had issued orders in regard to purchase of planes on 2nd August. It is a controversial case. It is a case of fraud in collusion because the office of the Prime Minister issued orders for purchase before the Board recommended the plane. All of a sudden in August, 1985 the Board of Directors of Indian Airlines accepted this decision to purchase A-320 from the Airbus Industries. It recommended the purchase of A-320 Airbus with V-2500 engine even though its airworthiness was doubtful. Consequently the contract to purchase Boeing 757 was cancelled and the amount of the advance was returned in September, 1985.

Mr. Chairman, Sir, the Government of Shri Rajiv Gandhi had placed orders for 19 A-320 airbuses in March, 1986. It was argued that Rs. 203 crores would be saved within 12 years by A-320. I said earlier this became a shady deal for two reasons. Firstly, Shri V.K. Bhasin, the Managing Director had presented the facts of Dilbagh Singh Committee in a distorted manner. Secondly, the calculation that Rs. 203 crores could be saved was far from true. In fact, we spent Rs. 500 crores more in the purchasing Airbus as compared to Boeing 757. In addition a Boeing 737 was taken on loan basis from Airbus Industries to meet the needs of Indian Airlines during the years 1988 and 1989.

Mr. Chairman, Sir, 31 A-320 Airbuses were purchased in two installments. The first installment was of 19 Airbuses for which contract had been finalised in March, 1986. The cost of these Airbuses was Rs. 1238 crores or 952 million dollars. The decision to purchase 12 more more Airbuses in the second installment was taken in July, 1988. This decision was taken after 5 days of the air show in Paris in which Airbus A-320 met with an accident. The contract was for Rs. 959 crores or 633 million dollars. The con-

tract was for Rs. 2197.15 crores or US \$ 1585 million.

An air show was held in Paris in June, 1985. Mr. Chairman, Sir, I want to draw the attention of the House to this point. The then Prime Minister Shri Rajiv Gandhi had himself inspected the cockpit of A-320 Airbus and he had all praise for it. In turn what did the company do? The directors of the company said that the Prime Minister was a very intelligent man. They gave the title of an intelligent man to Shri Rajiv Gandhi and in turn Shri Gandhi praised their Airbus. At that time the news leaked that a contract for A-320 had already been finalised but no announcement in this regard was made.

Mr. Chairman, Sir, to make changes in the report of Dilbagh Singh Committee, ignoring the objections raised by the senior officers of the Ministry of Finance and the Ministry of Civil Aviation, to show haste in finalising the contract for A-320, to ignore the easy terms and conditions of a Russian company and ignoring the offer made by Macdonald Douglas is indeed strange. What is more strange is that the important files related to A-320 Airbus deal are missing. Therefore, I would like to ask the hon. Minister whether it is a fact that the files relating to A-320 Airbus deal are not traceable? The important files and documents relating to the purchase of A-320 are missing because there are many irregularities in the deal. It is not in the interest of the nation. Therefore, I would like to ask what was the justification in finalising the contract of purchase of A-320 on such a large scale.

I am submitting this because on the one hand money is being wasted to provide air services for the affluent in a country where the number of villages is about 5-7 lakhs, whereas on the other hand the Government expresses its inability to provide facilities in the village for paucity of funds. This policy is against the villages, poor people and the nation? What to talk of good roads even kuchha roads are not there in the villages. Whereas on the other hand air services are being provided. This smacks of kickbacks. I

[Sh. Devendra Prasad Yadav]

am saying this because the previous Government had developed a taste for taking commissions. I have tried to highlight the taking of commissions and the technical aspects. In the end I would like to submit that it is a case of fraud, kickback and bunglings and therefore while replying to the debate the hon. Minister should seriously consider these aspects as it is a very sensitive issue and of national interest also. I understand that the expansion of air fleet has been termed as development of the Airlines. The people of India have been exploited and a lot of foreign currency has been spent on this deal.

Therefore I would like to draw the attention of the House that a high level Commission should be set up to examine this Rs. 2197 crore deal in which commissions have been paid so that the position can become clear and technical flaws come to light and corruption prevailing in the country is rooted out.

I would like to request the hon. Minister of Civil Aviation to pay special attention to these points which have been raised and bear them in mind while taking a decision in this regard. With these words I conclude.

[English]

SHRI VASANT SATHE (Wardha): Hon. Chairman, Sir, I am not surprised that this matter has been raised again in another form because I that a Government earlier had come to power in 1977 on the basis of rumours, rumours about *nasbandis* which were never established when the Government came in power actually. But the wave had taken its toll. Now, the Government, feels that it has come to power on the basis of corruption of charges, like Bofors—and now we are discovering more and more. Somewhere there is a feeling in the Government that they can be sustained in power also if they keep on this type of enquiries and

the so-called corruption charges. That previous Government, if you recall, had also appointed so many commissions beginning with Shah Commission, then Reddy Commission and all that. No a single charge was ever proved. That Government wanted to divert the attention of the nation constantly. I still remember because I was occupying this very place for those two years and some months. I still remember, everyone who got up from the ruling party's side to speak would first make an opening remark 'those 19 months that we were in emergency, the tortures that we had suffered in jail...' Although everyone who came out of the jail came with an increased weight, that is a different matter.

[Translation]

SHRI BRIJ BHUSHAN TIWARI (Domariaganj): Shri Sathe, should you be sent to jail (*Interruptions*)

SHRI VASANT SATHE: I have gone to jail quite since 1942. Don't try to show off. I have seen lot of jail.

SHRI SHOPAT SINGH MAKKASAR (Bikaner): You have been duly compensated for that.

SHRI VASANT SATHE: You too have been compensated. You put on weight there (*Interruptions*).

[English]

Therefore, see the psychology. What I am seeing is that people who come to power on the wave of a particular rumours, a particular campaign, feel that to be in power also, they must sustain, and that is what is going on.

I hope sincerely that the present Government at least will not fall a prey to that sort of temptation. Today, what is happening? As far as this case of concerned, you will recall, the Government had said during the elections that within fifteen days of our coming in power, we will disclose the names of those

who have taken commission in Bofors.

[Translation]

[Translation]

it should be investigated.

They said that within 15 days they will disclose the names of those who had taken commission but they have not disclosed the names so far. For the last 5-6 months every day we hear the Government saying that names will be disclosed today or tomorrow but in vain.

[English]

[English]

What is the intention? You are not bothered about Vasant Sathe or anybody—Tom, Dick, and Harry—on this side. you are concerned with one. You want somehow to malign the name of the ex-Prime Minister saying that he was guilty of corruption. You want it to be said so repeatedly that it should stick. You did it in a Goebbelsian technique during the election campaign. Now also, what are you doing? You have taken up submarine deal and the latest is the Airbus. As far as accident is concerned, an inquiry is going on about the causes of the accident. The report has not yet come. In fact, I would be very much happy if we get a full report of the causes. One does not hold a brief for this airlines or that airline. So, if this airline or plane is really bad, in national interest, no one would ever say that you should have this plane for our airlines. We still do not know whether the accident which had taken place was due to an error by the pilot or whether there was some defect in the engine or in the aeroplane. What was the accident due to? Unless that is known, can we just be casual about this accident and say that this airline is not proper, is not good and it is not safe enough and therefore, the entire deal should be cancelled and so on? This is my point. Inquiry regarding this matter is going on and I am sure that the hon. Minister, when he gives his reply, will share with us that report about the technical quality of safety parts and air-worthiness of this aeroplane. But till then, let us not jump to conclusions. What happened in the meantime? In the meantime, a discovery was made by someone that there must be some corruption.

And with this, I want to warn this Government that as long as they attack—you can take it that we are politicians—the ex-Prime Minister or any Minister concerned, one can understand. But if you start vilifying the entire civil service, technical people and bureaucracy who were there at that time, then it will be dangerous... (*Interruptions*)... I hold nobody responsible. I also do not know those people. Everybody is not known. But you relying on some of the civil servants who have been of a high calibre. Your Cabinet Secretary is also a civil servant. Your astrologer is also a civil servant. You are relying on all these people. But do not malign a person—I do not want to name him—which is occupying an important international position today in the UN. He was considered as one of the very good senior experts and experienced officer of Indian Civil Service. I am referring to Shri Sidhu whose name has been mentioned here. Now, what do you want to do? Is it OK that you are going on maligning. I do not mind that. But till it is proved, just a campaign of maligning of calumniating does not do justice to anybody. We cannot misuse the privilege that we have as Parliamentarians to utter calumnious languages against officers without having proof on allegations. Now, you have filed an FIR. In the FIR, open allegations are made. ... (*Interruptions*)... Sir, in the FIR, they begin with Mr. Sidhu, the then Secretary of Civil Aviation.

SHRI BASUDEB ACHARIA (Bankura):
Are you quoting from the FIR?

SHRI VASANT SATHE: Yes,

SHRI BASUDEB ACHARIA : From
where have you got it?

SHRI P. CHIDAMBARAM (Siraganga):
It is got all over. You have given it to the papers also.

SHRI VASANT SATHE: Do you mean to say that if an FIR is filed against a particular party, that cannot be made available to the accused and we cannot get it? It is not a secret document. (*Interruptions*)

SHRI P. CHIDAMBARAM: It was available during the Press Conference also. (*Interruptions*)

SHRI KAMAL CHAUDHRY (Hoshiarpur): The hon. Minister had mentioned on the 26th March that it is known all over and he would place it on the Table of the House.

SHRI VASANT SATHE: In his reply, the hon. Minister himself has quoted the contents of what has been alleged. The FIR first begins with an allegation against the Secretary. It says:

"Shri Sidhu, the then Secretary of Civil Aviation, in the pursuance of the said criminal conspiracy, committed the following dishonest acts."

I do not want to quote the entire document. I will just quote an example.

"He, dishonestly and fraudently, with a view to showing undue favour to Messers Airbus Industries, entertained an unsolicited offer to M/s Airbus Industries for A-320 even after the letter of intent of Boeing has been placed and ignoring the recommendations of the Dilbagh Committee etc."

What I would like to know is that when you make such a charge, what is the unsolicited offer? Is it not common knowledge that in any Department whenever you are having a project like this, you are considering offers from all over the world, people are constantly coming to you with their offers saying that they have a better offer and what do you do? What does the Minister do? He passes it on to the Secretary or to the expert to evaluate it. Is it something illegal? The Airbus Industries made an offer and the Minister felt that this needed to be looked into and that was passed on. Is it illegal? How

does merely passing on or mere evaluation of an offer become a dishonest, corrupt or fraudulent act? Such words are used and this goes on in the same theme throughout in respect of various charges. Is this how you prosecute your senior officers who have served you all their lives?

Then, what are the three major issues that are being made? My learned friend who opened the debate made three points. Was it a good aircraft? Was it purchased for a right price. Is it airworthy? Has there been any deal or kickback? That is what you want to suggest ultimately. Let us examine all these three points. You are not interested whether the aircraft is good or bad.

[*Translation*]

You are only interested in tracing down middlemen and if somehow Shri Rajiv Gandhi gets caught in the process, it will be great fun for you. Is this not what you want (*Interruptions*). But you will notice that just his name was dragged into the alleged commission case, you too will meet the same fate. You have been in power for only a few days. You are shaky. You have lost your balance. In any case this is a minority Government, there are internal conflicts. Just wait and see. Set your house in order. Talk of building the nation. If you don't do this, remember that you will also meet the same fate as the previous Government. Do not let it go to your head... (*Interruptions*)... you are supported by 2 crutches. Even if one crutch gives a jolt, you will fall flat on your face and lose your teeth in process. (*Interruptions*)

[*English*]

As I said, there are three major points. First is: Is this a good aircraft. This aircraft is known as one of the best aircrafts in the world today. It is an aircraft which has a futuristic quality, fly by wire, computerised and it can help us for a longer time. Today, twenty-seven major countries of the world have purchased or are purchasing this aircraft including Canada, France, Australia, USA, UK, Jordan etc. I need not name all of

them. Today, twenty-seven countries have placed order for a total number of 520 aircrafts. You mean to say that all these countries do not know their interest, do not know which aircraft to buy. Secondly, there is an international body called FAA, Federal Aviation Authority, which goes into the question of airworthiness, operational competence of aircrafts etc. This body is in the United States of America and it consists of representatives in their Board from countries like America, Canada, UK, France, Germany, Jordan and Australia. All these people have recommended that this A320 aircraft is not only airworthy, but is fit for operations. So can we say—when the international authority has approved—that this aeroplane is not a proper plane, airworthy and good, for our conditions or for our airlines?

SHRI SAMARENDRA KUNDU (Balasore): How has this accident taken place?

SHRIVASANT SATHE: Look, how many Boeing accidents have taken place all over the world uptill now or even in India? Therefore, just because one accident has taken place does not mean that whole aircraft becomes unworthy.

SHRI SAMARENDRA KUNDU : How has this accident taken place (*Interruptions*)

SHRI VASANT SATHE: It is already being inquired into as to why the accident had taken place. Let the Report come and we would like to see the Report. Have you seen it? (*Interruptions*)

MR. CHAIRMAN : Please don't interrupt

(*Interruptions*)

SHRIVASANT SATHE: The main question is regarding its quality I said in the beginning that still it is being examined as to whether there is any fault in the aircraft or whether it was the error of the pilot or some other extraneous circumstances before we whole-sale condemn an aeroplane. I have

just now given the figures only to show that it has certain status universally. I am not condemning Boeing or I am not condemning the Russian T.U, etc. I am not comparing also. I am just saying that here was an aircraft which had stood the test universally—world-wide—of certain standards. Therefore, when we bought it, we had all these factors in mind. Yet fair enough, you are examining it. Let the Report come. If the Report is placed before the House, before the country and if it says that there is an inherent defect in the aircraft or in its engine, by all means, take any decision you want in the interest of the nation and we will not say a word against it. So, as I said in the beginning, do not jump to conclusions before you get the report. This is number one.

Secondly, do not start whispering. I am against this rumour-mongering that has started even before the Reports are received of all inquiries. Further maligning has been started about the price, the propriety and so on.

The hon. Minister himself was kind enough when he said in reply to a question not only about this matter but he had also stated other things which I am quoting now, he can correct me if he is wrongly quoted.

"The points made in favour of A-320 powered by V-2500 engine were that it would consume 19.6 per cent less fuel than the Boeing 757 aircraft fitted with Rolls Royce engine over a stage length of 600 km. which was the average sector length to be operated by the new aircraft. A-320 offered 7 per cent fuel saving. Further, V-2500 engine powered in A-320 would have a fund generator potential of Rs. 203.61 crores more than the Rolls Royce engine powered in Boeing 757 over a period of 12 years which represents the economic life of the aircraft. Mr. Khan stated this in Parliament." What I would like to say is—after all any Minister, whether he is my good friend Mr. Arif or Mr. Kundu or whosoever he is—that we go by the facts supplied to us by the

[Sh. Vasant Sathe]

office, by our civil servants and by our administration. We don't have personal knowledge. On the basis of that, we give replies to the House. If, tomorrow, some other information comes which contradicts or which shows that there was something else, I don't mind the Government taking action or basing its conclusion on those facts also. But as it stands today, the Technical Committee—which the hon. Minister last time was pleased to say—had evaluated it.

It was also satisfied that this was a good aircraft and was economical. If a higher price is given, then immediately an idea comes to the mind that there must be some share in it for somebody. But if you purchase a thing, which is more economical, then obviously the idea of getting some share out of it by somebody does not come to the mind of anybody. So, as far as the price is concerned, it has not been established so far that A320 was being purchased at uneconomic price. Then the proper procedure was not followed. Therefore, somebody must have done some mischief. (*Interruptions*)

[*Translation*]

SHRI SHOPAT SINGH MAKKASAR :
Are you an advocate of the company?

SHRI VASANT SATHE: I don't even know this company. Are you the advocate of the other company. Why are you pleading the case of the second company?

SHRI SHOPAT SINGH MAKKASAR :
Yes, we are doing it.

SHRIVASANT SATHE: You accept that you are an agent of the Boeing Company, but I am not an agent of any company. (*Interruptions*)

[*English*]

As per the information available uptill now, you were pleased to tell us that it was

examined by the Technical Committee; it had gone into it. I do not want to quote all those things. Last time you were pleased to deny that the IA Board had refused to entertain the alternative offer for Boeing 737. On page 2 of this report, it reads as follows:

The study was carried out with the help of officers of the Planning, Finance, Engineering, Operations, Commercial and Training Departments. The proposal of Indian Airlines was thereafter considered by the Ministry of Civil Aviation in consultation with all concerned appraisal agencies before according Government approval."

This had gone to CIA also. This had been stated earlier by the hon. Minister for Civil Aviation obviously on the information supplied to him. After that, an FIR had been filed. He has also stated about the allegations which are there according to various sections. FIR also makes a reference about bribe, kickbacks having been received by certain public servants from private parties as a consideration for showing favours to them. The cases have been registered for offences of cheating, bribery under IPC and Corrupt Practices Act. The sections cited are from 165 to 420 (IPC) etc. What is the normal courtesy or procedure when a matter is *sub judice*? When the matter is *sub judice*, in the interest of any party, that matter is not discussed publicly because it will prejudic the process. According to our jurisprudence, even/about a man alleged to have committed a murder, you do not say anything against him... (*Interruptions*)

SHRI AMAL DATTA (DIAMOND HARBOUR): It is an inquiry. The police has started an inquiry. When the chalan is filed, then only it is *sub judice* ... (*Interruptions*)

SHRI VASANT SATHE: You are wanting a chalan to be framed.. (*Interruptions*) Your investigation is going on. (*Interruptions*)

SHRI AMAL DATTA: The investigation is going on. It is *sub judice*. Do not try to

confuse this House.

SHRI VASANT SATHE: It is kay, fine. Is it the contention of the Government that having filed an FIR on such serious charges, they would not want to have a judicial process to take its course, but would want to disclose certain things to the public through this Parliament? Is that so, I would like the hon. Minister to say so. I do not mind. But then, tomorrow all the sanctity of the judicial process will go. It begins from FIR, then chalan and all that. If you do not want to stand by that, let this Government say so and set a new precedent I do not mind. But I do not think the hon. Minister-in-charge would say this... (*Interruptions*)

SHRI AMAL DATTA: The Government cannot be responsible for your own confusion as to what is the legal process and what is the judicial process... (*Interruptions*)

SHRI VASANT SATHE: If they have friends like Amal Datta then they do not need any enemy. I can assure him of that.

I would suggest that as far as this thing is concerned, if they have an additional information, two things should be done by them. Let the additional information be placed before the court or the investigating machinery. That would be in keeping with dignity and in keeping with the procedure. If you want to place the additional information here, then atleast place all the papers and facts so that we would be able to know. If something out of context is disclosed, then we have no access to other related papers. So, it can only create more confusion and probably malign some people. And that will become *mala fide*. I do not think that this will be the intention of the Government.

Sir, this discussion has highlighted atleast one thing. Let us not jump to conclusions before getting the reports. Here not only our nation is concerned, but international organisations like Boeing, Airbus are concerned. Let this Government not jeopardise itself also. Ultimately in its own interest and that of its Airlines, they should not try

to malign or condemn any aircraft without proof, without full conclusive evidence. That is what I am requesting this Government to do.

Thank you for giving me this opportunity.

SHRI BHABANI SHANKAR HOTA (Sambalpur): Mr. Chairman, Sir, I would not take much of your time. I would like to raise three or four pointed questions to the hon. Minister so that the truth will come out

My earlier speaker honourable Satheji, while speaking about the purchase of Air-bus-320, tried to deflect the main issue by bringing in the political issue. A decision was taken by the Government, so to say, by the Indian Airlines to go in for Boeing 757 in mid 1984 on the recommendation of the high-level committee headed by Air Marshal Dil Bagh Singh and a letter of intent was issued. But in the meantime something happened. On 31st of October, 1984 unfortunately Mrs. Gandhi died and new Prime Minister took over the reins of Government. It may be a mere co-incidence or there is something into it, but as soon as Mr. Rajiv Gandhi took over as the Prime Minister, the wheels of procuring the aircraft started changing. Then suddenly after three or four months, an offer came from the Airbus Industrie. Then the entire Indian Airlines Administration started moving in a different direction, as has been pointed out by Mr. Yadav while initiating the debate. I can only strengthen some of the points. The offer may be solicited or unsolicited, came from the Airbus Industrie and the whole process started. There are two differences. While signing the letter of intent in the case of Boeing, a technical sub-committee or a sub-committee of the Board was appointed, which was headed by Air Marshal Dilbagh Singh. In the present case, no such committee was appointed and a man—he may be a competent man, at least I am competent to comment on him—Capt. Bhasin, a single man, was entrusted with the job of evaluating the proposal to purchase the airbus A-320. He was supposed to be the trainer of Mr. Gandhi as a pilot. There may be

[Sh. Bhabani Shankar Hota]

many more other trainers but he is supposed to be one of the trainers. This man evaluated and gave some report. Now if you watch the sequence of events how the things proceeded, you will find that on 16th May, 1985 there was a proposal. And as has been reported in various newspapers or in various circles, in the first week of August a decision had been taken. Now on this point I would request the hon. Minister to clarify whether a final decision was taken in the first week of August to purchase this. Airbus A 320 while the committee was yet to evaluate about the utility of purchasing Airbus A-320 because the Civil Aviation Ministry in mid November, 1984 was asked to process the proposal and was given only three days time. Now if any one does not have technical knowledge—at least I do not have the technical knowledge—to evaluate an aircraft and you allow him only 72 hours for that, that means something is not clean. If I want to purchase a TV, I will evaluate three or four colour TVs if my money is hard one and I do not just throw it away:

[SHRIMATI GEETA MUKHERJEE *in the Chair*]

13.49 hrs.

People in the villages take two or three days time to decide which bicycle is to be purchased. And here is a question of purchasing aircraft worth more than Rs. 2000 crores and the man was asked to evaluate it within three days. Is it not a joke? Earlier, it took the whole 10 months for the Committee, headed by air Marshal Dil Bagh Singh. Here they were asked to evaluate within three days. But the committee did not act according to the advice given by the Government. It took more time. What happened then? The evaluation was completed in the month of August, 1985. But, in the meantime, the Board took the decision. The evaluation was done on 26 August as per the Press Report. They have given it correctly. I want the hon. Minister to clarify the position whether it is true that in the last week of August, the hon.

Minister had received the proposal and whether it was cleared on 30 August, 1985. But, as it has been earlier pointed out by my friend, a decision was taken in the first week of August, i.e. before the evaluation was made. It was decided at the highest level to purchase Air-Bus A-320 I entirely agree with Shri Satheji when he says there are three major aspects of the purchase whether technically, air-worthy-wise, it was right to purchase Air-bus A-320. I am not going in to the merit of the case. My point is that before it was evaluated, a decision was taken by the Government at the highest level to procure Air-Bus A-320 and I want to request the hon. Minister to clarify whether this is true or as it has been alleged by hon. Satheji that there are certain groups of people, those who form the Government, indulge in rumour-mongering. He has particularly referred that this Government has come to power only to spread rumour like adopting Geoble-sian tactics. Ordinarily a rickshaw puller in the Bargarh town in Sambalpur district, from where I have come, charged one rupee extra from professor, the professor was not prepared to pay one rupee extra for the rickshaw fare. The rickshaw puller was not trained by any political party, Janata Dal or BJP Party. The rickshaw puller replied

[*Translation*]

"When Prime Minister of the county could pocket funds, what objections can sure be if I charge one rupee extra?"

[*English*]

This was the reply of the rickshaw puller. No political party was responsible for it. It is your conduct inside and the outside Parliament House, changing your version, telling something today and disowning tomorrow. This is how this rumour has spread through length and breadth of the country. There is no point in accusing Janata Dal. It is like this. So, who has taken the money—ultimately the people will decide or those who are competent they will decide. We are not spreading any rumour.

AN HON. MEMBER: Have they decided or will they decide?

SHRI BHABANI SHANKAR HOTA: If it is true that order was placed and a decision was taken at the highest level 25 or 27 days before the Evaluation Report was received, then why it was done like this? What for? What was the consideration? The real process started when the former Prime Minister Shri Rajiv Gandhi visited Paris to attend the Festival of India and a talk took place between the French Prime Minister and the Indian Prime Minister. What was this talk? We do not know exactly as to what happened? But, there are certain reports and a hint in some of the newspapers that the deal was clinched at that meeting.

SHRI VASANT SATHE: This is what is called the rumour

SHRI BHABANI SHANKAR HOTA: I am not worrying about the affair.

SHRI VASANT SATHE: You must be having all the papers. Whatever the talk had taken place must be on record.

SHRI BHABANI SHANKAR HOTA: I am not worried as to what FIR the Government has filed, but my view is that whatever has happened, the responsibility of the civil servants is secondary. That is my point of view at least. The primary responsibility rests with the political leaders, with those who take the decision or those who are the fountain head of taking the decision. That is why all these aspects have to be inquired into.

Shri Vasant Satheji has pointed out that twenty-seven countries have opted for purchasing Air-Bus A-320. As I have already said, I am not an expert. I do not know anything about this whole business. But there is a certain report which has appeared in the Press, which says that lots of doubts were raised about the airworthiness, and looking at the peculiar climate that exists in India, whether this aircraft will be suitable for operating in India or not. Five or six incidents have been quoted along with the dates of

their occurrences. Even that accident which took place in Paris while demonstrating it was noted. I believe that several countries have withdrawn operating Air-Bus A-320. With your permission, Madam, I quote: "That, really, is the key question: was it wise of IA to go in for a combination of an untried aircraft and an untried engine—the first such instance in the domestic carrier's history? The first new A-320s to enter commercial service were fitted with General Electric's CEM 56-5 engine, and IA was only the third airline in the world—I repeat, IA was only the third airline in the world—" (after the relatively little known Adria Airways of Yugoslavia and Cyprus Airways) to order the newer V-2500 engine developed by International Aero Engines, a five-nation consortium of aircraft engine manufacturers." So, India was only the third nation to use this V-2500 engine. Therefore, it is not that almost the whole world has opted for the Air-Bus A-320 with this engine which is known as V-2500. But an inquiry has been ordered and we must await the report of the inquiry about the cause of the accident. But we are not discussing the cause of the accident. What we are discussing is why all the paraphernalia which was observed while placing order for Boeing was short-circuited in case of placing order for Air-Bus A-320, and what was the consideration, whether it is true or not that the Prime Minister of India, while discussing with the French Prime Minister, just tried to impress that if he helped a little bit, we can clinch the issue. The nation wants to know what is that little bit. I think our friends sitting there also must be wanting to know what has happened really.

There is no point in defending something fishy that somebody may not be involved, somebody may be involved. What is this? Why should they hide things from the people? there is a discussion. They should come forward and the Government will reply.

As far as the FIR that has been filed is concerned, my point is that certain officers against whom the FIR has been filed, must make clear everything. My submission to the

[Sh. Bhabani Shankar Hota]

Government is that they must try to prosecute the politicians who are involved in the whole case, who have been helped by the bureaucrats. (*Interruptions*)

SHRI VASANT SATHE: Now you are involving the French President also.

SHRI BHABANI SHANKAR HOTA: No, I am not involving him.

SHRI VASANT SATHE: You are free to do that.

SHRI BHABANI SHANKAR HOTA: I am not involving him, I am simply putting a question. Sir, the Government has changed and we have promised to the people that our Government will be an open Government.

14.00 hrs.

Finally, I would urge upon the hon. Minister not to hide anything because hiding things were the things of the past which has been practised for the last 40 years and come out open to the extent possible and make threadbare everything before the House so that not only the hon. Members present here but the whole nation may know what has happened in the deal and whether money has changed hands, whether corruption was there, whether kickback was there and whether action will be taken so that these malpractices will not be repeated in future. Thank you.

[*Translation*]

SHRI M.S. PAL (Nainital): Mr. Chairman, Sir, I would like to get some replies from the hon. Minister through you. Did our then Prime Minister meet the French Prime Minister in France on June 7, 1985? After attending the air show in which the this plane was also displayed, he said:

[*English*]

"If the French can help a little bit, we can

clinch the deal."

[*Translation*]

Is this a fact? It may be brought before the House.

Secondly, I would like to know whether any irregularities have been committed in the Air bus deal and whether rules and regulations have been violated.

My third question is do the files contain a note by the Cabinet Secretary to the effect that the Prime Minister had ordered the purchase of these aircraft before evaluation?

I will put forward my arguments and my views on these 3 questions.

Madam Chairman, our Government is an open Government. We believe in openness as a matter of principle. On the basis of this principle, I would like to inform the hon. Minister that he may make a clear statement on this matter. This principle is not that of the Government alone. It is the duty and right of the every citizen to be informed of the happenings in the country and it is the responsibility of the Government to place everything before the House and the public in an open manner. Whether it is the Bofors issue or that of submarines or Wasteland helicopters or any other such transaction which may be brought to the notice of the House directly or through the newspapers. It is the duty of the Government to inform the House about those matters.

14.04 hrs.

[SHRI NIRMAL KANTI CHATTERJEE *in the Chair*]

I would like to state before the House that our former Prime Minister went to Paris on June 7, 1985 and looked at the air buses. Mr. Chairman, Sir, you are a socialist. The concept of good, better, best is a communist line of thinking. You recognise it. In olden days kings would make irregular land grants in shape of reward. Similarly, in such deals

irregularities have been committed. My first question is based on this very point that the two Prime Ministers had met on June 7, 1985 in connection with this deal. Secondly, was Dilbagh Singh Committee set up in connection with these irregularities? Was such a committee set up under the chairmanship of Air Marshal Dilbagh Singh which had submitted its report regarding the purchase of Boeing 757, after due examination and evaluation and Air India had made necessary arrangements for its purchase? In spite of that had the Indian Government taken a decision about buying the air bus before this? Secondly, a committee or a one man cell was set up in this connection under the Chairmanship of Captain Bhasin. Special directions were issued on November 14, 1984 to submit the report within 3 days. I would like to draw the attention of the hon. Minister to this direction in particular that the orders for the purchase of the air bus were issued before the submission of the said report. I would like to know whether this fact is there on record or not? Secondly, I would like to know through you whether the orders were issued for the purchase before the receipt of the report of the Bhasin Committee.

Sir, our Government is an open Government. Irregularities have been committed and F.I.Rs have been filed against bureaucrats who merely obey orders and as Shri Sathe has suggested that they should not be harassed. In reality in all deals whether the Bofors or others made by the Government, the bureaucrats are held responsible. The people in power whether the Prime Minister or the Minister take decisions and issue orders and it is the Government servants who are harassed. It has been done time and again. Maximum number of cases are filed against them only. It is the officers who are suspended and action is taken against them only. Along with these points I would like to point out that all such matters should be brought in the House openly. Secondly, even if an F.I.R. is filed, the matter can be discussed in the House as it is not sub-judice. If there are valid grounds for criminal case against them, the concerned officers would

be chargesheeted. Timings are still at the investigation stage and we can discuss it openly and the reply to the debate should also be open.

I would like to request the hon. Minister once again that he should provide the House with a detailed account of the position. Every individual in the country has the right to know and it is the duty of the Government to state the action being taken.

With these words, I would like to express my gratitude for giving me opportunity to make my submission.

[English]

SHRI JASWANT SINGH (Jodhpur): Mr. Chairman, Sir, I would like to make it very clear from the beginning—and in that I am entirely in agreement with what my esteemed colleague Shri Vasant Sathe has said—that what we are engaged in today, in discussing this entire Airbus episode, is not a technical discussion. Indeed, I do not think that the Parliament is a technical body or competent to evaluate technically one aircraft or is another even if there be Members of Parliament who were former members of Indian Airlines or who have experience of flying aircrafts but they cannot translate that experience of having flown aircrafts to become technical evaluators of aircrafts. I am entirely in agreement with Shri Vasant Sathe; this is not a technical discussion on the relative merits or demerits of one aircraft against another aircraft. And this, is a common illusion that people who have experience in such fields earlier suffer from that merely because of that experience they can override the technical opinion of bodies which are competent and entrusted with technical evaluation. As hon. Shri Vasant Sathe has said again quite rightly, what we are engaged in examining is, whether this aircraft is bad. But in that you are going counter to what you yourself said, because this Parliament is not a body in which we can establish whether this aircraft is good or bad. We do not have the competence to say that. I mention it only because the hon. Member has referred to it.

[Sh. Jaswant Singh]

In the continuing controversy of Bofors, there was an element brought in about the technical quality of the weapon system and then my face was put across on the box on numerous occasions, repeatedly. It is not that the then Government so loved my face, or liked my face, but they put my face repeatedly on the box only for the reason that I had said, "My view is that this is a very good weapons system." But I am not competent to say that. Even though I have had the distinction and the great privilege of having worn uniform and served the Armed Forces. I do not consider myself qualified to comment on a complex weapons system. Similarly, I leave it to you to reflect upon that even if a Member of Parliament has been a commercial airlines pilot, he is not competent to comment or say that this is the authoritative aspect of the technical competence of one aircraft against another. I do not want to go into the various things which hon. Shri Vasant Sathe has said. He is at liberty to say them because there was a certain amount of meandering into innuendos, but that is not our concern. My concern is about the method of selection.

Parliament is after all a body which is entrusted with the responsibility of ensuring that the Executive conducts itself impeccably and to see whether the Executive has erred in its decision-making processes. For this, we have a system of debates here: we have committees and various other things. All the legislative efforts are directed at providing that check on the Executive. Hence, this phrase "checks and balances" which is a Constitutional arrangement. Therefore, the first requirement of this debate is, Was the method of selection of this particular aircraft impeccably fair; were there any shortcoming in the method of selection? Are there worries in some aspects of the method of selection, apparently, as they appear to us now? Hon. Shri Vasant Sathe does not have access to all the information. I do not have access to all the information. Despite whatever averments he might make that there is some kind of collusion between the Executive and I, and therefore, this constant reiteration of this

particular worry—I may say, No, Sir. My worry is limited. Was the method of selection laid down by the Government itself—by successive Governments—was it followed without any external, undue influence? Were there any short-cuts taken? Then, Sir, what is our other worry. That worry really emerges from the chronology of events that started with the establishment of a committee in August, 1983 to go into the total aspect of the fleet requirements of Indian Airlines, its development, in the immediate 1984-85 period, and subsequently in the 1990-91 period. This committee to my mind, my colleague hon. Shri Kamal Chaudhry, hon. Member from Ferozpur may perhaps agree with me, was headed by very eminent serviceman, and the credentials of Air Marshal Dilbagh Singh would be difficult to question. He was indeed assisted by three other technical experts. That committee went into all aspects of this acquisition of aircraft. It studies information about various aircrafts and after having deliberated upon all aspects, it came to a certain conclusion that A-320 Air-Bus is not a suitable aircraft for India. It also held that the other aircraft, that this Boeing Aircraft-757 was an attractive proposition for bridging the gap between the existing fleet and the Air-Bus 300 aircraft. The report of Dilbagh Singh Committee was presented in May, 1984. It was then considered by the Board of Directors of Indian Airlines in May, 1984 itself. Quite rightly, again a negotiating committee comprising of the Managing Directors of Indian Airlines and Air India, the financial adviser to the Ministry of Tourism and Civil Aviation and the Economic Adviser to the Managing Director of Indian Airlines was constituted by the Board to negotiate further with Boeing Company, which had been short-listed. Thereafter, it gave its recommendation in June, 1984 on the relevant aspects including technical, economic etc., and the Board accepted the recommendation for the induction of Boeing 757-200 as the most suitable aircraft for the network of Indian Airlines. Please mark the method carefully that in 1984, we had taken a decision through a process which we had ourselves established. This decision having been taken in October, 1984, through the Minis-

ter's statement, I have now come to learn, that an unsolicited offer was received from this company which manufactures A-320 aircraft. I do not think, that the hon. Shri Vasant Sathe ought to have laboured for so long to say that there is nothing wrong in unsolicited offers. He is perfectly right. I find nothing wrong in an unsolicited offer coming from any quarter. It is how that unsolicited offer is then considered by a committee which we have ourselves established or by the Government, that causes me some worry: If the unsolicited advice, was coming, and this company which manufactures A-320 were to come forward and say, "Look here, you as Indian Airlines are going to benefit greatly: The country is going to save hundreds of crores of rupees; your passengers are going to fly in such safety, comfort and ease that they do not even know they are flying." Even in the monsoon season when you are flying by aeroplane it will be like sleeping in your bed. I would perfectly accept that unsolicited or solicited offer. How did the Government then agree to examine that unsolicited offer? That is what causes me worry. What is the other aspect of the worry? The other aspect in this entire chronology that I am referring to is that when the unsolicited offer came in October, 1984 it was forwarded to the Indian Airlines for evaluation. There is nothing wrong with that either. The hon. Minister has informed us that the Board of Indian Airlines considered the proposal for purchase in its meeting held on 30th August, 1985, I would like the hon. Minister to inform us, what were you doing with this unsolicited offer? The unsolicited offer had come in 1984 from 1984 to 1985, How were you examining it? Did you refer it to the Dilbhag Singh Committee or if you had disbanded the Dilbhag Singh Committee, did you set up a new Committee, as Dilbhag Singh Committee is not more there and Marshal Dilbhag Singh is not here. But we cannot as a Government and, I am sure, my esteemed friend and colleague Shri Arif Mohammad Khan would say "I am not competent to judge whether A300 is a good aircraft or a Boeing is a better aircraft. Let it go back to the Committee which will examine this unsolicited offer." I am attracted by this

suggestion. Let the Committee examine it. I do not think anything of that kind was done. From 1984 till 30th August, 1985 this unsolicited advice was floating somewhere. I would like the Government to inform us. We have a right to know where it was floating. What was happening to this unsolicited advice and what progression of events took place between the receipt of this unsolicited offer and the decision which appears to have been taken on 30th August, 1985 by the Board of Indian Airlines?

Therefore, the next question which arises, to my mind, is that if you are not informed as to what happened between 1984 and 30th August, 1985 how did the Board of Indian Airlines arrive at a decision that it did? On what basis? What was the input that was provided to the Board of Indian Airlines on the basis of which it could take this decision on 30th August, 1985? There is one more important aspect. Following upon the Dilbhag Singh Committee's recommendation, the Government had already placed a letter of intent with the Boeing Company, had placed certain sums of money to which I am coming in a minute as some kind of a declaration of seriousness of intent and the figure is close to one million dollars.

One million dollars had been placed with Boeing Company from 1984 to 1985. Would the Government clarify that? From 1984 to 1985. Would the Government clarify that? From 1984 to 1985 a million dollars are lying with Boeing Company as earnest of our intent to buy that aircraft. Suddenly you changed your mind. Why?

We have a right to know. Now Shri Vasant Sathe has as much right to know as I have. Why did you change your mind? What happened to the million dollars?

Then this business of 30th August worries me very greatly. I am only on the methodology that the Government has adopted. I have here with me a relevant noting in addition to all the other information that I have : Firstly, take the month of August itself. I have here a noting which is from the Secretary,

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Department of Civil Aviation which says that "it has been agreed in the meeting held in the Prime Minister's Room in Parliament House today that the Indian Airlines Corporation should go in for Airbus 320 aircraft, with V 2,500 engine, Cabinet Secretary, etc etc. were also present." It is signed by Shri S. S. Siddu. It is dated 2nd August, 1985.

Now I cannot understand this. I have a right to know about it.

SHRI VASANT SATHE: How have you come to know about this?

SHRI JASWANT SINGH: I am not obliged to divulge to the hon. Member Shri Vasant Sathe the sources of my information because I have many sources of information just as he has. I am under no obligation whatsoever to divulge to the hon. Member Shri Vasant Sathe as to what my sources of information are.

SHRI VASANT SATHE: The CBI is already inquiring into it. Have you got it from the CBI? (*Interruptions*)

SHRI JASWANT SINGH: Investigation by the CBI does not inhibit me from functioning in discharging my responsibility to this House and to the Parliament and the discharge of all my other responsibilities. I want the Government to tell me about this. The hon. Minister has come and told me that the decision was taken on 30th August. I want to know from the hon. Minister as to how such a statement has been made that the decision by the Indian Airlines Board was taken on the 30th August when I have just now quoted and referred to a noting from the Prime Minister's secretariat which is of 2nd August, which says: "It has been agreed today that IAC should go in for..." Where is the decision making left then? (*Interruptions*)

SHRI VASANT SATHE: Sir, I am on point of order. When the hon. Member says that he is quoting from the document, I would request him, with your permission, to place

the document on the Table of the House because then in that connection we would also like to have some other documents connected with that. If he says 'quoted', he has to place it on the Table of the House.

SHRI JASWANT SINGH: Yes, I entirely go along with what hon. Shri Sathe has said. Before I proceed, not only will I place it on the Table of the House—of course with your consent—but also I call upon the hon. Minister to tell us now that all the documents relating to the Airbus A-320 will be placed on the Table of the House. (*Interruptions*)

SHRI JASWANT SINGH: Before I proceed further, I am delighted by the suggestion made by my hon. colleague and I agree with him. We are not indiscreet on it. I am taking it up because I share the hon. Member's concern. I am taking it up from where hon. Shri Sathe has said and in fact he lent support to me. We are all here lending support to this. I am sure my colleagues from the National Front Government would equally support what I am saying. I call upon the hon. Minister that before I proceed further let him say that he will lay all the documents on the Table of the House. Let him please say this because it will help me. (*Interruptions*)

MR. CHAIRMAN: Mr. Minister, do you want to react immediately.

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): Sir, do you want me to react?

MR. CHAIRMAN: You can react, if you want.

(*Interruptions*)

SHRI P. CHIDAMBARAM (Sivaganga): I want to make a statement. I have no doubt in my mind, going by my past experience and going by the privileged sources of hon. Member Shri Jaswant Singh's information I am sure that hon. Shri Jaswant Singh and his colleagues in the National Front have already come to an arrangement in this

matter. Therefore, all that we want is to disclose the arrangement and place all the papers which they have already passed on to Mr. Jaswant Singh.

MR. CHAIRMAN: That is all right. You are the next; speaker. Shall I deduct the time from that?

(Interruptions)

SHRI JASWANT SINGH: The arrangement that we have with the National Front Government is an open arrangement. It does not require the hon. Member from Sivaganga to insinuate that there are other aspects of this arrangement. I would really like to remind my friend Arif Bhai that we have many arrangements between us. But I don't have any arrangement of the kind, that the hon. Member from Sivaganga is referring to. *(Interruptions)*

SHRI P. CHIDAMBARAM: Sir, he has yielded.

MR. CHAIRMAN: Just a minute. He doesn't know that you are the next speaker. I have allotted time to you.

SHRI P. CHIDAMBARAM : I want to help the debate. If the hon. Minister will—as I expect him to—oblige the hon. Member Shri Jaswant Singh and place the papers, it is only fair that we adjourn this debate so that we can have an opportunity to read all those papers.

SHRI JASWANT SINGH: That is why, I thought it a challenge. I will proceed further. This business of the 30th August worries me very greatly. *(Interruptions)*

MR. CHAIRMAN: You are not indicating that so long the discussion was meaningless. Let him continue.

(Interruptions)

SHRI VASANT SATHE: Not only this. But we can now do away with this CBI enquiry. Let all the papers be here. We

ourselves will investigate into it. I accept Shri Jaswant Singh as the Chairman of that Committee.

SHRI JASWANT SINGH: I do not now have to react to everything. I am obliged to my hon. friend Shri Vasant Sathe. But I do not think what we are concerned with, engaged in and whatever our concern and efforts are do not in any sense clash with the efforts being made by other agencies. No, Sir. I dispute that point. Further, this 30th August, 1985 worries me very greatly and the hon. Minister must clarify this because if we are informed that decision is taken formally on the 30th of August then what about this decision which we know was taken in the then Prime Minister's office on the 2nd of August? Secondly, what about this letter of 26th of August which was written by Shri Chadha to the then Secretary for Civil Aviation in which he is, in fact, asserting. On 26th August he is already asserting that Airbus 320 will be a matter of great economy. Unless, therefore, these aspects are clarified, this entire business of Airbus 320 worries us very greatly.

The second aspect, which has a reference here, relates to safety. And I think hon. Shri Vasant Sathe quite rightly asked that in the selection of the aircraft, was enough attention paid to the factor of safety. And I think, this business of safety is poignantly underlined by the recent crash that took place in Bangalore. It is no one's assertion, no one's point that the crash was of deliberate design. It could well be a pilot's error; it could equally well be a major snag in the aircraft; it could equally well be that this aircraft was introduced into the country so rapidly that we did not have sufficient infrastructural support facilities on the ground, training of our personnel, both ground and pilots. I am not suggesting that this Government or the previous Government would conceivably, in the widest of dreams make a choice to deliberately jeopardise the lives of its citizen. Such is not my suggestion. But in the methods that you adopt, did you exercise, did that Committee, did whoever was entrusted with that responsibility exercise

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sufficient care and caution about this safety factor? What are the other worrisome aspects? These worrisome aspects, of course, are firstly and this point has been made by some others also that this V2500 engine was up-till then an untested engine. It had not yet been manufactured. The second worrisome aspect is that the A-320 was yet on the production line. No one either from that expert committee or from the then Government had a chance to even see the aircraft, leave alone actually fly it and test it, test it in conditions which obtain with us in India both in the air and on the ground. That was not done because the aircraft was a non-existent aircraft. The engine was a non-existent engine. How, thereafter, did you evaluate the factor of safety. How did you? Because I am very much concerned and the factor of safety is underlined by the recent accident in Bangalore.

There are two or three other worrying aspects of the safety factor. I think an airline with as impeccable record of service, impeccable record of air safety and ground maintenance as Lufthansa—I am given to understand—had declined to purchase this aircraft. It worries me. They can decline; they are free to make their evaluation. And the Government of India also is free; our experts are no less than any other experts. That is why it disturbed me and worried me somewhat that my hon. eminent senior colleague Shri Vasant Sathe quoted some US journals to say that they themselves have said that this is a very fine aircraft, it is air-worthy, etc. I am sure what he said was right. But our own Experts Committee headed by Air Marshal Dilbagh Singh and three other experts had gone into all these aspects and said A-320 is not for us. That is why with due deference to Shri Sathe I would say that when such an occasion arises, I would rather go by what our Committee says than what US Committee or whichever other experts committee might say.

One other aspect of air safety worries me. After the placement of this order, for the

first time this aircraft is shown in the Paris Air Show of 1988—I might be mistaken in the exact year—and there is a crash during the Paris Air Show of this very A-320 aircraft. Then the aircraft was on a demonstration flight with a demonstration passenger list, with a crew which was their most expert crew and their top test pilot. The aircraft is unable to gain sufficient height and it brushes against the trees bordering on the air-field and it crashed.

After the crash, purely from the aspect of safety, what did the then Government of India do to examine the implications of that crash? This was in 1988 and you confirmed the orders in 1989. It is a matter of very serious concern to me. It relates only to safety. Untested engine, untested aircraft, indeed unmanufactured aircraft takes a crash and what did our Government do?

There is one other aspect that worries me. Repeatedly a number of civil servants and others who are worried about the aspect of safety—and these have been listed and that document of FIR is with the hon. member Shri Vasant Sathe, also I am sure the Minister is aware of it and I don't have to quote from that—disagree with the decision being taken by the Board of Indian Airlines. A number of these public spirited civil servants go on record to say that this is an untested aircraft, we are not convinced that the safety factor has been taken into account, we must ask for more time from this Air-Bus Industry—or whatever the name of this company is—even after the decision had been taken, so that the Indian Airlines is at least able to fly the wretched aeroplane and see it in the Indian conditions, whether it is worthy for us because we are introducing it.

We are committing ourselves not to one or two aircrafts, but 31 aircrafts. We have committed ourselves to some kind of an astronomical sum of money. Leave the money aside, leave the commitment of 31 aircrafts aside; take only the safety aspect because we are only on the safety aspect. If these public spirited civil servants are on

record as having said that take at least two months delay from the execution of the letter of intent from the Air-Bus Industry, so that in these two months we are at least able to test these aircrafts, do you know what the then Government of India did? It makes a casual reference to Air-Bus Industry and the Air-Bus Industry almost contemptuously grants us barely fifteen days. Am I correct Mr. Minister?

SHRI P. CHIDAMBARAM : How can you be incorrect?

SHRI JASWANT SINGH: I am so flattered, how can I be incorrect!

SHRI VASANT SATHE: On your own statement, you are their partner.

SHRI JASWANT SINGH: We are partners. We are also partners in responsibility. Some public spirited civil servants then had the courage some civil servants were bold enough to disagree and were bold enough to make this bold statement. If they then disagreed. In that bleak period of 1985 to 1990, really then they would have to be civil servants of worth. So this civil servant put its down and says please ask for two months. But Airbus Industrie almost contemptuously says 15 days, and pussilaminiously on Government agrees putting aside the factors of safety. The then Government says, all right, 15 days. What did you do in those 15 days? Did you fly even a single of those aircrafts? I am sorry, I do apologise Shri Arif Mohammad Khan; I do not mean it individually to you; but I am so much worked up on this whole matter. (Interruptions)

SHRI P. CHIDAMBARAM (Sivaganga): He was a part of the Government, then. (Interruptions)

SHRI JASWANT SINGH: I shall quote only one thing. (Interruptions)

SHRI P.J. KURIEN (Mavelikara): At that time, he was part of the Government.

AN HON. MEMBER: It was in 1988. He

was not in the Government, then.

SHRI JASWANT SINGH: Sir, you have been most indulgent to me. (Interruptions)

MR. CHAIRMAN: Please allow him to speak.

SHRI JASWANT SINGH: Sir, I will come to the cost factor and then I will conclude. I am worried on the cost factor also. I am in fact very bad at figures. I will start by admitting that I have neither any ability with figures nor in fact, ability an to conceptualise this kind of money that has been spoken of, like Rs. 1800 crores or Rs. 2400 crores. My conceptualising of money goes to about three lakhs. I can conceptualise what an amount of Rs. 3 lakhs. I can conceptualise what an amount of Rs. 3 lakhs looks like. But I cannot imagine what an amount of Rs. 3 crores looks like and when it is Rs. 2400 crores, I quite often wonder how many boxes does it take to fill that money. (Interruptions)

[Translation]

AN HON. MEMBER: They have gobbled up the public money. (Interruptions)

SHRI DHARAM PAL SHARMA (Udhampur): First, let the Vishwa Hindu Parishad give an account of the 800 crore rupees, it had collected from the people for construction of the Ram Janambhoomi temple.

(Interruptions)

[English]

SHRI JASWANT SINGH: Sir, you have been most kind and most indulgent to me, I am grateful to you. I will put across my worry about costs succinctly. You will forgive me, Sir, if I skip over the figures because I am not very good at them. The project cost of 19 A-320s, I am informed was actually higher than the Boeing offer by almost Rs. 400 cores, as compared to 15 Boeing 757s with equal number of seating capacity because it is a complex job to evaluate the cost comparison between one aircraft and another. I will not

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go into the technical evaluation of how cost comparisons are made. But I am informed that after investigations, it was found that the project cost was actually higher by Rs. 400 crores. The Indian Airlines, in the process was going to have to spend altogether about Rs. 700 crores more, by induction of Airbus 320, in preference to Boeing 757, if the net present value of 1986, interest thereon, project cost, generations on funds etc., are taken into account. These are also other aspects of project cost, which were referred to by yet another civil servant, on a note, when the delay was taking place in the ordering of the Boeing. he had gone on record by saying even if you have got a million dollar on deposit with Boeing, even if you do not take into account the loss on interest from that money, cost is escalating and so take a decision. I cannot really go into the analysis of the cost evaluations. If my information is correct, for the cost of the acquisition of this Airbus fleet, in preference to the Boeing fleet, actually, it ended up by costing the country—not just the lives that have been lost in Bangalore—something like Rs. 1100 crores more than what we ought to have paid. If my figure be wrong, I would be very happy to be corrected. I do want to know: What is your analysis of it? What is your present analysis. What has been the expert advice given to you?

Just a few more sentences and then I would conclude. I am worried about all this. The previous speakers had referred to a meeting between the then Prime Minister—the hon. Member from Amethi—and the French Premier in Paris in which references have been made to our then Prime Minister talking of “with a little bit of help, perhaps we could swing the deal” and also referring to the then Prime Minister talking to the French Premier and saying, “we must do away with this multiplicity of agents.” I think, this piece-meal information that some hon. Members of Parliament have shared with the House is tantalising. it is insufficient. It does not do justice to our concern about Indian passengers. Certainly I am confident that the over-

riding concern that you have, and the responsibility that you hold as Minister of Civil Aviation, your over-riding concern is passenger safety and the comfort and well-being of those Indians who hand themselves over to the competence of the Indian Airlines. Therefore, this aspect because this is tantamount really to negating of the methods that we ourselves established. If the highest in the land were to shortcut the decision-making process of the country, laid down by ourselves, then I would appeal to Mr. Vasant Sathe that it is not innuendo that I am engaging in. It is not any charge that we are applying. We are merely saying that the highest in the land then engaged in short-cutting the laid down methods of decision-making. Why was that done? It worries us. There is only one answer to this Sir. And in that, I share entirely what my esteemed colleague, Shri Vasant Sathe said, lay all the papers on the Table of the House. Let us know all the facts because unless that is done,—you are quite right—this whispering campaign, this innuendo will be there. You will say something about us. We will say something about you. This discussion under Rule 193 would have served the purpose if the Minister, in addition to replying to all the points that I have made, gives a commitment to the House to place all the papers on the Table of the House.

I cannot tell you how deeply grateful I am to you for the great indulgence that you have shown me. Thank you.

MR. CHAIRMAN: Mr. Chidambaram, before you begin, I just want to tell that it is a discussion.

SHRI VASANT SATHE: We cannot restrict to two hours. (*Interruptions*)

MR. CHAIRMAN: Let us assume three hours. There is only one hour from which Mr. Sathe has already consumed 29 minutes. And there are several other names in the list. Just remember that, Mr. Chidambaram.

SHRI P. CHIDAMBARAM: What about JD? Have they consumed their time?

MR. CHAIRMAN: They have spoken. I am not calling them now. I am giving you a chance.

(Interruptions)

SHRI P. CHIDAMBARAM: I do not have information from Mr. Arif Mohammad Khan.
(Interruptions)

SHRI VASANT SATHE: Now all the papers are going to be withdrawn from the CBI and going to be placed there. *(Interruptions)*

SHRI P. CHIDAMBARAM (Sivaganga): I am grateful to you for giving me this opportunity to speak on this debate. It is like watching a pantomime show... *(Interruptions)* I have just started. I have not said anything about Parliament. Why are you getting excited? *(Interruptions)*

SHRI P. CHIDAMBARAM: Sir, I object to these kinds of interruptions. On the one side, Government comes before Parliament and says that they are concerned about certain irregularities which are brought to their notice and that they shall register a case and shall investigate the matter. That was the concern which the Minister of Civil Aviation had shown in the Parliament, both in the Lok Sabha and the Rajya Sabha. It was so in the Lok Sabha on the 29th March, 1990 and on 20th March, 1990 in the Rajya Sabha. The Government assumes a very serious, responsible demeanor and acts very reluctant that has to press the Minister for information, as to Rajya Sabha Members tried to do. Then he says that here is an FIR which is being investigated into very seriously, very responsibly, we expect him say all these thing! And today Sir, in answer to the Calling Attention Notice, the Minister has given a statement and with great respect, I may say that there is nothing more than what had already been said. In fact, if one may go by his earlier pronouncements and his statements, one would get the impression that it

is a very serious Government, very responsible Government which is totally committed to observe the principles and procedures of law and find out the guilty persons who are guilty of any irregularity or any financial mismanagement or any corruption. This picture is presented to the world. But somewhere a decision is taken. This decision will not take us very far. We would not find much of a solution by this way. It is not likely that this case will unearth anything." Therefore, a Parliamentary device—I say this with responsibility—or a Parliamentary procedure is being used by the Government to begin a campaign of innuendo disinformation a trial by Press, a trial by debate, a trial by very sophisticated arguments, a trial by raising a question here, a doubt here and draw the curtain and say that they have done the job which they wanted to do, It is unfortunate that Parliament is being used for this kind of an exercise which I think is not certainly consistent with the dignity or purpose of Parliament. We have seen this done before. The hon. Member, Shri Jaswant Singh was speaking, by our past experience, with the help of privileged sources. I am not making a privileged statement. He did have these privileged sources earlier, in other cases when he had access to documents. He was quoting from documents, giving figures and dates. Yes my Lord... *(Interruptions)* Well, it is because of my profession and I take the leaf from Mr. Chatterjee's.

SHRI SOMNATH CHATTERJEE (Bolpur): But I am not obsessed with the profession as you are. *(Interruptions)*

SHRI P. CHIDAMBARAM: I have no hesitation in giving the same respect to the Chair, as I give to the court while addressing. Even if Mr. Somnath Chatterjee sits on this Chair. I am willing to address him the same way as I address the court. I have no hesitation in that. This is a civilised form of address and I think it adds to the dignity of that institution like as it adds to the dignity of this institution. He has his privileged sources of information. He quotes from them, he gives dates. Why are we going through this kind of exercise which is, what I referred to as a

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pantomime? Why is this kind of Pupperty going on? Obviously, there is someone behind the scene, who has all the information. Why are we looking at shadows? Why do we have to learn from the hon. Member, Shri Jaswant Singh what was noted in a file? The Minister has the file, let him place the facts before the House. Why do we have to know about dates etc. from the hon. Member? Why does he not tell us in answer to the calling attention?

What is the meaning and sanctity of the statement if it does not contain a fraction of the information which is in the possession of hon. Member, Shri Jaswant Singh? That is why I say why we are enacting this drama here. Whom are we trying to fool by this kind of drama? Every fifteen days, every month, Government feeds information to certain privileged Members and a debate is started. Why can't that information be placed on the Table of the House? Now that new precedents are being set by Government, we would also take advantage of this new precedent. First let me take a few minutes to speak about the air crash in Bangalore. It was a very sad air crash where a lot of people lost their lives. Let me ask the hon. Minister if it is true that the Inspector of Accidents has submitted a report. Is it not true that in his report, he has stated and I quote:

"There was no apparent indication of any abnormality of the flying controls.

The DFDR data reveals that there was no failure of aircraft electrical system, hydraulic system, yaw amplifier system and cabin pressurization. All the LAC and SEC units were working normally. There was no inflight fire or smoke warning. The GPWS activated "Sink Rate" warning four seconds prior to the impact.

The CVR and DFDR correlation show that just 235 seconds prior to crash, the aircraft was in proper auto-thrust 'Speed Mode' and was descending in the vertical speed mode. At this stage Altitude Acquisition Mode was

activated indicating that a selection on the FCU panel was close to 'Minimum Descent Altitude' of 3270 feet of VOR DME approach instead of 6000 feet go-around altitude.

The aircraft went into an 'Open descent Mode' after the altitude acquisition mode which indicates that a selection has been made during ALT phase on the FCU panel of an altitude lower than the aircraft altitude.

Improper selection of the altitude on FCU resulted in 'Open Descent Mode' which led to auto-thrust mode changing from speed mode to thrust 'idle' mode.

The aircraft could not sustain the approach and also could not maintain the speed because the engines were in idle thrust.

The aircraft during approach never went to the speed mode which is the proper mode for landing and one of the Flight Directors remained engaged till the time the aircraft crashed. If Capt. Gopujkar would have also disengaged his Flight Director when Capt. Fernandes disengaged his Flight Director 21 seconds prior to the crash, the speed mode would have been activated and engine power would have started building up from that instant to restore the speed and accident could have possibly been averted."

SHRI SAMARENDRA KUNDU (Balasore): Will you lay it on the Table of the House?

SHRI P. CHIDAMBARAM: I will gladly lay it on the Table of the House. I am not as privileged as hon. Member Shri Jaswant Singh.

SHRI SAMARENDRA KUNDU: From where did you get this?

SHRI P. CHIDAMBARAM: I will ask the same question to the hon. Member, Shri Jaswant Singh... (*Interruptions*)

15.00 hrs.

SHRI SAMARENDRA KUNDU

(Balasore): How has he got this report? What is the source of information? (*Interruptions*)

SHRI P CHIDAMBARAM: I will answer his questions. I am not yielding. (*Interruptions*) My source of information is the same as the hon. member, Shri Jaswant Singh is having. It is not only that Mr. Jaswant Singh has friends on that side, but I also have friends on that side. (*Interruptions*)

SHRI SAMARENDRA KUNDU: So, there is some arrangement between you and ... (*Interruptions*)

SHRI P CHIDAMBARAM: There is an arrangement. There is an unspoken, unwritten arrangement between me and my friends just like my friends and Mr. Jaswant Singh have an unspoken, unwritten arrangement. (*Interruptions*)

SHRI VASANT SATHE (Wardha): You need not feel guilty about it. (*Interruptions*)

SHRI P CHIDAMBARAM: The hon. Minister has, by his silence, promised to place on the Table all the papers. He will also place on the Table the report of the Inspector of Accidents. I believe his name is Mr. Satinder Singh. I would be obliged if the hon. Minister also places that report on the Table of the House so that the world knows about that unfortunate accident.

Now I will give the dates of four air crashes that took place. There are many air crashes in this country. I would request him to tell us what types of aircrafts were involved in those air crashes; I would also request him to tell us whether those aircrafts were also grounded for the same length of time as this Airbus was grounded. On 27th August, 1970, an air crash took place near Silchar. On 31st May, 1973 there was an air crash it was enquired into by Justice Rajender Sachchar; on 17th December, 1978, an air crash took place in Hyderabad. It was enquired into by Justice Raghubir; on 4th August, 1979, an air crash took place near Bombay. It was enquired into by Justice

D.M. Raje. What types of aircrafts were involved in these air crashes? Was a Boeing also involved in any of these air crashes, if so, was it also immediately grounded after the air-crash took place? You kindly give us the entire experience of this counter in regard to air crashes. What action was taken immediately in regard to those air crashes? That will throw a great deal of light on the government that we have today; that will throw a great deal of light on the alternative model of government that they talked about in the President's Address; that will throw a light on the air crash that took place in Bangalore. Let us not forget that what is involved here is perhaps not known to us. We know about the international competition between an American Company and a company which is essentially European. The Airbus, if I remember aright, is a consortium where not only France but some other countries have their interests. But all the interests are non-American interests. Boeing is an American Company. It has a high share of the market; it like any other good company, want to maintain its share of the market; it has intense competition with the Airbus. Another company, which is European, is a consortium, manufactures Airbus. It is trying to keep its share of the market. There is an intense competition. I am not interested in all these things; I am not an expert in aircrafts. Who is behind this massive campaign against Airbus? Do we see the hand of Boeing behind it? Is the Boeing so powerful, so influential that it can reach into the government and convince them about it? A massive campaign is being launched today to discredit the aircraft. Fine. Discredit the whole fleet of Airbus. Tomorrow the boeing crashes — I wish Boeing will not crash. I sincerely pray it will not crash-what are you going to do? Will ground all the boeings? Will you ground the entire fleet in the country? Will you go back and pull out of your mothballs aircraft which was manufactured during the Second World War and which is perhaps kept in an exhibition? This is not the kind of reaction which the Government should have. Here is an unfortunate air crash. Let us go into the matter. From an air crash to an irregularity is not merely a long jumps but it is

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a hop step and jump. From an air crash to an irregularity is not a mere long jump. You have pole-vaulted over several steps and you have immediately come to the conclusion that there has been an irregularity. I completely endorse what my senior colleague Mr. Sathe has said. If there has been any irregularity, please do not hesitate to take the most severe action against those who were responsible for this irregularity. We hold no brief for anyone who has committed any irregularity. If hon. Member Mr. Jaswant Singh can find someone who has found the place in the world and found the boxes in the world to put away Rs. 2400 crores or whatever portion of it he is most welcome to do that, find that person, find that place, find that money, find those boxes and bring them to account. But do not carry on a campaign against everyone.

Let me raise a few more pertinent questions. Is it not correct that the Ministry of Civil Aviation assured Mr. Arif Mohammad Khan, the hon. Minister, when he intervened in the debate in the Rajya Sabha on the 20th of March 1990 giving him a number of grounds on which the Airbus was found to be economical and for other areas of efficiency, etc. etc. this aircraft was preferred? Is it not correct that officers of his Ministry, of his Department, had repeatedly assured him that the Airbus A-320 aircraft fitted with B 2 500 engine consume 19.06 per cent less fuel than Boeing 757 aircraft fitted with Rolls Royce engine over the stage length of 600 kms, which is the average length to be opened by the new aircraft? Is it not correct that they have assured him that the Airbus aircraft would be seven per cent more fuel efficient than any other comparable aircraft? Is it not true that they assured him that the overall fuel generation over a period of twelve years by going in for the purchase of Airbus aircraft was of the order of Rs. 203.61 crores?

Now, Sir, in all fairness to the hon. Minister, I must also say that after he made this statement, he also came with his usual

inductive or intuitive capabilities—and I quote him—

"It is not very difficult to come to the conclusion that these arguments do not hold good."

So, Justice Arif Mohammad Khan has already pronounced upon the investigation. But then what are you inquiring into? If these are the arguments given by you, own officers and you had already pronounced that these arguments do not hold good, scrap the aircraft, send them back to France. There are at least twenty seven countries which have ordered 521 aircrafts till 30th of November 1989 and let airbus send these aircrafts to those countries at least. You have already pronounced your verdict. (*Interruptions*)

SHRI A.N. SINGH DEO (Aska): How did he get this information?

SHRI P. CHIDAMBARAM: My source is the same as the hon. Member Mr. Jaswant Singh. It is a very intelligent question for which I give a very stupid answer. My source is the same as hon. Mr. Jaswant Singh's.

SHRI A.N. SINGH DEO: How does he know how many orders are lying with the Airbus Industries?

SHRI P. CHIDAMBARAM: When Mr. Sathe gave these figures, he did not wake up and question it. When I give these figures, why should he question me? I am only giving the figures which Mr. Sathe gave.

SHRI A.N. SINGH DEO: Both of them got from the same source.

SHRI P. CHIDAMBARAM: We got it from the same privileged source as Mr. Jaswant Singh.

SHRI VASANT SATHE: I got it from Boeing.

SHRI P. CHIDAMBARAM: What I would like to know is something more important. Who were the officers in the Ministry who

continue to maintain and continue to give this information to Mr. Arif Mohammad Khan? No if, these officers are giving his reasons which he has pronounced as not good reasons, why are they still there in the Ministry? Do they have a share in the Airbus deal that they continue to give these wrong reasons, very bad reasons? They are very bad people; they are giving him bad reasons and he is pronouncing them as bad reasons. What is he hiding? If you can name Mr. Sidhu, if you can name Mr. Chadha and you want by innuendos to name the then Prime Minister, name all those people who are party to this transaction, who went through this whole exercise of examining the technical capabilities of the aircraft, examining the financial package and examining everything, name everyone of them.

SHRI SOMNATH CHATTERJEE: You are giving him ideas, it is dangerous.

SHRI VASANT SATHE: Tomorrow he will file an FIR against the present officers.

SHRI P CHIDAMBARAM: Is this the alternative model of governance?

I would like to ask a few more questions. Is it correct that after the Indian Airlines Board took a decision on 30th August, 1985, the matter was placed before the Government? And my source here is not very privileged. It is this very worthless piece of paper which has now become a worthless piece of paper because the investigation obviously is now going to be taken out of the hands of the CBI once all the papers come here. That is what I feel. It is an almost worthless piece of paper known as FIR which by education and by training I have been told to assume is a very important document in the course of investigation. Now hon. Mr. Amal Datta has disabused me of all those notions. He says that an FIR is an FIR; it is not worth the paper in which it is written and there are far more privileged information in our possession. There are hon. Members who can investigate faster than the CBI, who can investigate quicker than the CBI, get information far quicker than the CBI. What is the worth of

this FIR and what is the worth of CBI investigating on the basis of FIR? I am grateful to Mr. Amal Datta for giving me a few lessons while telling to Mr. Sathe that that they do not attach too much importance on FIR.

SHRI AMAL DATTA: I only said that just by filing an FIR a matter does not become *sub judice*. That is all.

SHRI P CHIDAMBARAM: Obviously the investigation carried on by Mr. Jaswant Singh and others had gone much beyond this FIR. Therefore, if this FIR is not worthless, at least it is an out-dated document. And I am quoting only from this poor, out-dated document. That after the Indian Airlines Board took a decision on 30th August, 1985, is it not correct that the matter went up before the Government and a decision was taken at the level of the Ministry on 20th September, 1985? After that it went before the Public Investment Board which held two meetings — first on 12th December, 1985 and second on 19th December, 1985. The PIB recommended the purchase of the Airbus aircraft. Is it not correct that the matter went before the Cabinet Committee on Economic Affairs on 7th of February, 1986 and the Cabinet Committee approved the proposal with the condition that there shall be a counter-trade between France and India? Is it not correct that the agreement was entered into on 15.3.86 after going through this procedure? Now this procedure has been questioned by Mr. Jaswant Singh. I share his question. I certainly will not say that his questions are not relevant. His questions are certainly very relevant and pertinent. I would like answers. But I will also like answers as to who were on the IA Board in those days. Do they continue to be on the IA Board? Where are they? Where are those officers who were on the Board of Indian Airlines and who took this decision, and what are the positions they occupy today? Who are the officers in the Ministry who took this decision and what are the positions they occupy today? Who constituted the Public Investment Board which met on 12th December, 1985 and 19th December, 1985? Who are those officers who recommended the Air-Bus purchase

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and what are the positions those officers occupy today? If what Mr. Jaswant Singh says is true that there was a meeting at least the meeting evidenced by a minute recorded by the then Secretary—who were the officers who were present at that meeting and what are the positions occupied by those officers today? Were those officers party to this decision? Were those officers aware of this decision? Do those officers maintain that the decision was taken correctly or do those officers maintain that the decision was not taken correctly? Sir, this game of favourite bureaucrats shifting positions from time to time must stop. If today the buck stops at the table of the political executive, I accept that. But the buck travelled through several officers' desks and it is a collective decision. It is a myth that decisions are not taken by bureaucrats and officers. Decisions are taken by officers and if an officer has put his signature to a decision, has evaluated the financial package, has found the financial package correct, has recommended the deal, he must stand by the decision. He cannot now take refuge behind this mythical doctrine that bureaucracy has no face, it only services the political executive, and it is the political executive which should be always accused of corruption, and this and that... (*Interruptions*)

MR. CHAIRMAN: How many more minutes you want?

SHRI P. CHIDAMBARAM: Two minutes, Sir. So, Sir, let the hon. Minister come out with a complete statement of every single person who dealt with this file at every stage in the Ministry of Civil Aviation, in the Department of Expenditure, in the Ministry of Finance, in the Public Investment Board, in any other organ or wing or department of the Government, and let him make a complete catalogue of these names and tell us what views were expressed by each officer and what decisions were taken by each officer. It is not correct to say that officers only expressed views. Decisions are taken. The PIB has taken a decision to recommend the

Air-Bus purchase. Who constituted the PIB? Let us have the names. Let us know where those officers are now and what positions they are occupying today.

Was the financial package examined by the Ministry of Finance, in particular the Department of Expenditure? It is a very crucial question because the hon. Member Mr. Jaswant Singh has said that there was Rs. 1,100 crores excess expenditure. Why I say this is that he is quicker than the CBI. Even the CBI has put the package at only Rs. 500 crores. Mr. Jaswant Singh has now almost doubled the package and put it at Rs. 1,100 crores. He is investigating at double the speed of the CBI and, therefore, he has arrived at Rs. 1,100 crores. If other Members will increase it by three times, he will find it as Rs. 1,500 crores. He will say Rs. 1,500 crores is the package. I would like to know how was the financial package evaluated; who were the people who evaluated the financial package; and what did they say of the financial package involved in the Air-Bus transaction.

Sir, I envy the hon. Minister. He is in a position where having breached his own privileged sources, he cannot contain the flood any more. Here is an FIR which has been registered. I want to raise a question. I am no expert in this matter. I am really very bewildered by the course of events that are unfolding before our eyes. An FIR has been registered. As I understand the law, the investigating agency must file a report before the court under Section 173 (3). Until then the investigating agency cannot share its preliminary conclusions with anyone. What I would like to know is: Have the CBI given an interim report? Have they given more than one interim report? Or have they given a final report? Has the final report reached the court on the basis of which the FIR has been registered and a copy of FIR was sent? Have you got a copy of the interim report? Sir, the hon. Minister, Shri Arif Mohammad Khan told this House and the other House that he has no sources to draw conclusions about the irregularities except that that is entrusted to the Investigation. He is a simple man and

he has no sources except what the CBI is investigating. Now, he is going to answer questions raised by Mr. Jaswant Singh. He must have some information. Otherwise, how can he answer his questions?

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): How do you know I am going to answer his questions?

SHRI P. CHIDAMBARAM: If you are going to answer these questions, and share information which has been gathered, I would most humbly ask you: is there one interim report or more than one interim report or is there a final report of the CBI? Will you kindly place those reports on the Table of the House so that we will know what the investigating agency has reported?

Sir, I would like to make one more point. Now that you have created a new precedent of discussing on the floor of the House transactions which are under investigation by the CBI I sincerely hope that when you are in the Chair, or when others are in the Chair, you will uphold this new precedent which is being introduced as an alternative model of governance and we shall, during this session or soon after, discuss every single case which is being investigated by the CBI, particularly the case involving Czech pistol deal. Let us discuss that case. Let us discuss the case involving the Czech pistol deal, let us discuss the case involving the murder of the Badminton player, Shri Syed Modi, that is being investigated. Please let us discuss the cases one by one. I would humbly implore the BAC to earmark one or two days every week to discuss only the cases that are being investigated by the CBI so that the Ministers can come to us as weekly exercise and share with us the progress of investigation in some of the most sensational cases like murder of India's top badminton player and the Czech pistol deal which was made. Thank you.

SHRI A. CHARLES (Trivandrum): Sir, I want to know whether the documents are placed on the Table of the House. Two

privileged Member-one from this side and the other from that Side-have quoted extensively from certain documents. May I know whether these documents have been placed on the Table of the House? I want that the copies of these documents may be supplied to us.

MR. CHAIRMAN: They should have quoted from their own information that they have got.

SHRI A. CHARLES: Let the hon. Minister clarify whether these are on record or not. He should clarify this before we proceed further. (*Interruptions*)

MR. CHAIRMAN: You made your point. You please sit down. The hon. Minister has not quoted that. You can verify that. Now, I call upon Mr. Amal Datta to speak.

15.24 hrs.

[SHRI JASWANT SINGH *in the Chair*]

SHRI AMAL DATTA (Diamond Harbour): Sir, this matter had been discussed earlier on 29th March in this House and we had at that time shared with the hon. Members whatever information each one of us had during the debate on that day. One month has approximately gone by since then. Unfortunately we are not much wiser than we were at that time. As a result, the debate today has been more or less a repetition of what had been said then, except that the Opposition party has taken a stance where they want to stifle a debate of this kind. (*Interruptions*) You do not want to go into this debate at all because you did not say anything about what is being said. (*Interruptions*)

SHRI HARISH RAWAT (Aimora): At that time I was one of the initiators, one of the movers of the debate.

SHRI AMAL DATTA: All right, let me have my point of view. (*Interruptions*) That is my impression of the way you are conducting yourselves in the course of this debate. I

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have heard your two speakers from the beginning to the end. Hon'ble Mr. Vasant Sathe and hon'ble Mr. Chidambaram were both against this particular debate and whatever little they said by way of information to the House, that is just to show that they have some information other than what has been given.

SHRI K.S. RAO: You yourself are telling that it is a repetition. (*Interruptions*)

SHRI AMAL DATTA: No, no. I am saying that. Let me make progress. Sir, in the mean time two reports have been submitted to the Government, not exactly on the acquisition of these planes, but at least on aspects which are of great concern and interest to all of us and to a very large section of the public of this country, i.e., the two reports which have been submitted. One is the Report of the inspector of Inquiry on such and such a thing, who is an official of the DGCA, and another is the report by Air Marshal Ram Dass regarding the preparedness of the Indian Airlines for receiving these A-320 planes. I saw a short mention of these reports in the newspapers that pursuant to these reports some arrangements for training of pilots and crews are being made by the Indian Airlines. So, we would be very much interested to see what other contents of these reports are. They are nothing which cannot be shared with the Members of the House, they cannot be secret, they are not matters which are *sub judice*, they are matters on which we can and shall, ultimately when we see them, form our own judgment and we are entitled to do so. I do not understand why the Government has not seen it fit to place these reports on the Table of this House before this debate took place. I should have thought that the debate could have been postponed by a day or two and in the mean time when it was decided to convert this particular business from a Calling Attention to a short duration discussion, that step should have been taken. I recommend that for future.

SHRI VASANT SATHE: I agree with you that the reports are to be made available along with all these papers and let us postpone discussion. (*Interruptions*)

SHRI AMAL DATTA: I agree with you. You want me to agree. (*Interruptions*)

I am in favour of this Government for having taken a stance before the election and after that, that there should be freedom of information, there would be right to information. If we cannot debate a particular subject of such concern to Members in this house and the public at large, after having the information which the Government already had in its possession, admittedly these two reports—I am on those now—should have been shared with us so that we would have been able to debate the matter much more knowledgeably as to at least the state of the plane or the reasons for accident or the state of preparedness of the Indian Airlines. We would have been wiser and we would have been able to debate all these aspects in a better fashion.

There are many things which I do not know whether the Government can or cannot share with us, but without them, if you go on debating this matter again and again, it becomes somewhat meaningless. We have all seen that there has been irregularities in the procedure; at least that is what we have assumed because there was a committee and that committee was probably constituted by the Government under the Chairmanship of Air Marshal Dilbagh Singh. It had some experts and it had selected one aircraft. Now, how another offer came? Why it came? How was it evaluated? Why was it not evaluated by a similar committee? These are questions about which we knew nothing when we debated one month back and we know nothing one month later also when we are debating today. We would expect that something would come out from the Government because we are saying that there is some irregularity in the procedure. This is the conclusion which many of the speakers here had arrived at. How do we know the standard procedure for the selection of air-

craft? I am not joining hands with them in this; I am joining issue with the Government because the Government has a duty to come before us and tell us about the standard procedure. I know there may not be any standard procedure for all. I have seen as the Chairman of PAC that in many matters, the Government has no standard procedure at all. If there is none, then it is high time to come out and admit it. Then, they should lay down the procedure and make it known to everybody. If there is a procedure, they should be able to tell us about that procedure. Then only, we will come to know as to what has been followed, what is the discrepancy and how the procedure has been deviated. I think there is a lot of information which should come from the Government at this stage, so that we will be able to debate this matter better. There has been a disclosure that the Prime Minister had taken the decision even before the Indian Airlines Board could take. There are certain other things which I find in the FIR. In the FIR, it is stated that the Indian representative of the French Airbus Industries sent the information on the 23rd of August that the Airbus A-320 had already been accepted whereas the meeting of the Board of Director of Indian Airlines took place only on the 30th of August. So, seven days before, the representative of the Airbus industries gave a definite information that it had been accepted. Mr. Vasant Sathe has lent me his copy of the FIR, which I do not know is the correct copy or not.

SHRISONTOSH MOHANDEV (Tripura West); If you have doubt, then do not use it.

SHRI VASANT SATHE: I cannot disclose my source to you.

SHRI AMAL DATTA: I am not relying very much on this copy. But these are the things which are coming up. There have been some doubts even earlier also because some of the information have come even before the crash of the Airbus, combined with the then prevailing political atmosphere in the country. We have come to know so many things about the allegations of corruption over the last three years from

1987. So many things have been denied on the floor of this House by the then Government from this side. So many of them have been proved conclusively as falsehoods. Therefore, there was such an atmosphere of suspicion that everybody thought that there is something wrong in the Airbus deal and therefore there is something wrong in the Airbus. The two are not logically consistent. In the case of Bofors gun deal, the Parliamentary Committee found out that somebody took the commission. As soon as the question of commission came, the question of the quality of the guns also came. Now, the former Chief of Army Staff had said that the guns are alright, but we have no other way of knowing it until we go to war, which I hope we do not have to. Now, in the case of Airbus also, the same type of psychology prevails. As soon as a suspicion came that there was some commission, everybody asked why there was a commission? It was because of the way in which the selection procedure was followed. In the case of first lot of aircrafts, there was a committee. But when the second unsolicited offer came, there was no committee; it was evaluated by a single man.

In the last debate on the subject, we came to know some additional information which we got from the Minister. He said, "There was single man-cell." before that, I perused in the newspapers that a cell of the Indian Airlines evaluated this but not a committee. The Minister made it clear that it was a single-man-cell, who was an officer, probably Director (Operations) of Indian Airlines, who was given this task. So, one man was given the task. He was an officer and he might have been competent or might not have been competent. He might have been acting at somebody's behest or he might have been used his independent judgement. Why he took such a long time, that is also not known. These are the things which raised suspicion and in this atmosphere or suspicion, there was a loss of the confidence among the travelling public about the plane that there must be something wrong with the aircraft. There was something wrong in the procedure of acquisition of aircraft and, therefore somebody had picked up this aircraft;

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the person responsible for it had not given enough consideration to the safety of the passengers; he was only interested in lining his own pocket. That is the kind of attitude which prevailed at the time of crash which then took place. Even before the crash, we were hearing the information about the snags developed here and there and the plane had to come back and land. After that crash came, again one or two snags came with this type of aircraft and then the Government decided, in its wisdom—I think, it was a very wise decision—to ground the aeroplanes. Whatever Mr. Chidambaram might say about so many crashes had taken place and why those aeroplanes had not been grounded, the answer is, there was no suspicion in those days. The suspicion has come now because of the background in which the deal took place because of what had been happening in the other foreign deals and so on. So, I do not mean only the Minister of Civil Aviation can do it. The Government as a whole must establish a procedure whereby this kind of suspicion which is going to arise again and again in the case of deals with foreign countries, that there must be sufficient guarantee and safeguard, sufficient openness so that we can also, if any Member of Parliament is interested, can go and see what is happening. What is the procedure of selection, whether it has been properly evaluated; whether contract has been properly drawn up? Why all this must be kept as secret? I can understand that in Defence contract, some amount of secrecy is required. But it is too much secrecy. The power of keeping these things away from the public and the representatives of the public has given the bureaucracy and those who guide them—the political superiors—the opportunity to indulge in corruption. That is why, we say the Government must be an open Government. That is why, today I demand that all these paper must now be placed before us. The Government must redeem its pledge of openness, pledge of right to information today. This deal is one of great concerns to the people. What is going to happen? The Government has said they are not going to

fly this plane until it is cleared by the court of inquiry sitting in Bangalore headed by a High Court judge. (*Interruptions*)

I think, the present Government stand in this respect in grounding these planes has been the correct step and there cannot be any quarrel in the way, Mr. Chidambaram tried to present his case against grounding of the planes, which is quite absurd. The Government cannot discharge its responsibility when there is so much loss of confidence in the plane itself. Well, they can even do without these planes. I have suggested that last time but the hon. Minister did not accept my suggestion. I said, so far as the options are concerned, we can cancel the options. We cannot sustain any loss because if the planes are so much in demand, somebody will take them off the Airbus Industry at a price which we are obliged to pay and even more, even at a higher price.

SHRI HARISH RAWAT: This is the real intention of creating this whole trouble.

SHRI AMAL DATTA: I do not know. I say that if this is the position there cannot be any question of loss. They themselves say this. Mr. Chidambaram gave the figure of 572 and odd orders for these planes still pending. In that case it will not be difficult for us to sell off our planes without suffering any loss because of loss of confidence. That confidence can be restored only by Court of inquiry. Unless that is done, the Government must not buy the planes. That is all. I again beseech the Minister because it is his decision to make all the papers available to us, particularly the files regarding the acquisition of the planes, to some extent out of which this FIR has been drafted. This will allow us and will help us to appreciate the circumstances better and to what extent there could have been these irregularities in the selection and in the entering into the contract with the Airbus Industries. This will also help up to ascertain what extent this country's interest has been sacrificed; to what extent imaginary purchases have been made of the plane which was not there, of an engine which was not there. We must have

all those papers. I would again request the Minister and in that request I join hands with Shri Sathe that the papers have to be made available to us now so that there can be a meaningful discussion of all the aspects of this acquisition and then continuation with these planes.

SHRI A.N. SINGH DEO (Aska): Mr. Chairman, Sir, while listening to the hon. Members from the otherside, I am reminded of a story in Oriya, "Deul bheetare kiye, Moon Kadil khai nahi" Probably, Mr. Chairman, you will not understand it. but If the hon. Speaker had been there, he would have understood it. I would explain the story. There was a poojary in a temple. He put some plantains for the *Bhog*. To answer the nature's call he had to go out and so his assistant was there. The poojary asked his assistant to look after the *Bhog*. After having come back he saw all the plantains were eaten away. Finding this, he asked him as to who came to the temple. The Assistant said that he had not eaten the plantains. So, the reply was: He had not eaten the plantains. Out hon. Members have started arguing about this deal. We are demanding that an inquiry should be made and the irregularities should be exposed. We should know if any under-hand dealing has taken place Suddenly, they say: "No, we have not done anything. We have not taken away anything. We have not taken any commission." So, that is the unfortunate attitude of our friends there.

Sir, another hon. Member from the other side is talking that this Government is having collusion with the other Members and exposing files, documents and other things. There is a dictum when we are in the Opposition, we oppose, we expose and we depose. So, we have deposed them. We have opposed them also So, whether we are in the Government or Opposition, we must expose every single act that has been committed by the then Government. If there are irregularities, they are against the interests of the nation. So, we are trying to expose those irregularities now. I would beseech our hon friends on the other side that they

should not have any objections in this regard. They talk of witch-hunting. We are just going into the irregularities of this deal. But this witch-hunting, this scandal has not been fabricated or created. It is there on record. That is why, we are demanding that that should be properly investigated. I would like to remind them that they tried to create evidence, they tried to falsify the records. They went to some little island of St. Kitts and tried to create records where Shri Vishwanath Pratap Singh and his son alleged to have got the fantastic amount. Who created that record? You are creating records. When we think of that, we cannot imagine that your can stoop to such a low ebb to denigrate you position. Now it is a fact and everything has been rough to the debate in this House. And you say: we are doing witch hunting. It is most unfortunate. The whole thing is that our friends on the other side have made a lot of comments about the technicalities of this whole thing. Since the technical people have given a lot of certificates and they have praised it and they have not said anything against it, we should not say anything against it. But when this Airbus came into being, when it was purchased, when it was brought into line, the Indian Aircraft Engineers' Association warned the Government in November 22 that this was not a proper plane to be purchase and we should not fly that in Indian conditions. This was said on 22nd November.

PROF. N.G. RANGA (Guntur): Of which year?

SHRI A.N. SINGH DEO: Last year, that is 1989. It is a fact that the Indian Aircraft Engineers' Association who are experts in this line have opposed this very introduction of this fleet of airbus. Our friend was referring to the case of getting certificate from the Federal Aviation of America which is supreme in this line which passes the supreme certificate for the whole world, to whichever country they have that plane. You cannot fly the plane otherwise. That authority was initially reluctant to give certificate to this A 320. After a lot a pressure, they gave the licence to this airbus to fly.

SHRI HARISH RAWAT: Pressure from whom and when?

SHRI A.N. SINGH DEO: Not from your Government. From the airbus company. The whole point is that, our friends have said that due to one accident, the whole fleet of airbus have been grounded. There have been so many accidents involving other planes, but nothing has been done. I will give you an illustration. When you are married to someone for years who is your wife, you can tolerate here when she goes out a little or when she makes some mistake. but when you get married to a girl, a young girl and marry her through some underhand transaction without knowing what disease she has, naturally, this creates a lot of suspicion. Naturally, you will have to ground it. Why do you compare the airbus with boeing? We are not talking of old airbus. We are talking about Airbus 320 and not the old ones which have been there for a long time in India. We are not talking of Boeing 737 and 757. We are talking of the Airbus which was purchased under peculiar circumstances. That is what is creating suspicion. The point is that, under what condition was this purchased? Secondly, I would like to make one point. When there was an accident in France during the Air Show, even the Franc Union Syndicate de personnel Navigant Technique Airmen's Trade Union in France has demanded that A 320 should be grounded and should not be made to fly in this country. This is another engineering firm of France which also demanded that this should be grounded. In spite of the fact that there are so many technical difficulties where the pilots do not know what is the pay-load-whether it is 22 tonnes or 18 tonnes or whether it should take so many passengers and so many tonnes of load-this has been purchased.

A decision was taken already to purchase aircrafts. Suddenly the then Prime Minister goes to France-and I do not know what happens there-comes back and we find that the whole exercise that was going on for four years got changed overnight and a decision taken to purchase A-320 aircrafts. The circumstance under which these air-

crafts were purchased is creating the suspicion. Also there are doubts about the technicalities of this aircraft.

That is why it is the right of the Members to know everything. As Members we have brought it for discussion; the Minister has not brought it for discussion. So, I would request the hon. Minister to apprise not only this House but also the nation as to what are the conditions under which these aircrafts were purchased.

[Translation]

SHRI HARISH RAWAT (Almora): Mr. Chairman, Sir, some questions were raised when the Airbus A-320 crashed and we hoped that the hon. Minister would give appropriate answer to them and clear the doubts. We raised those very questions in this session itself. When a discussion on this subject took place. The fundamental question was that whether the aircraft which we had purchased was technically sound and whether the air-worthiness of this aircraft was evaluated as per the procedure laid down for it? At that time also, I wanted to know from the hon. Minister the names of those countries which had given the A-320 aircraft the certificate of air-worthiness. As examples, my friends have mentioned the names of some countries including Canada, United State of America, Great Britain, Germany, Netherlands, Jordan etc., which have issued air-worthiness certificate in its favour.

Mr. Chairman, Sir, while the interest of Airbus is identified with European interest and the interest of Boeing is identified with American interests, and as such there is a business rivalry, yet the supreme technical authority of the United States, Aviation Evaluation Authority has declared A-320 aircraft as safe for operations in that country. We wanted to know whether in our country, a proper evaluation of its airworthiness had been done or not? I would also like to know whether the pilots, whom we expected to fly these aircrafts were adequately trained or not? Were the airports from where these aircraft were to be flown, were technically

well equipped or not? Was the process of making them well-equipped within a specified time initiated or not? There is yet another question which requires elucidation as to whether this aircraft cost us more or less than the Boeing aircraft. Along with this arises the question whether this aircraft that we have purchased is cost effective or not or whether it is a futuristic aircraft or not? But it is a matter of great regret that the hon. Minister has deliberately ignored technical soundness aspect of the aircraft. He has left it out, not out of ignorance, but an effort was made to ignore it deliberately because the hon. Minister has come to know that the Committee that he had constituted has not raised any finger at the technical aspects of this aircraft. Apart from this, even those officials through whom an inquiry was conducted have also recognised it as a technically sound aircraft. On the basis of the information received, it can be said that no fault regarding the technical design of the aircraft has come to light. Therefore, before the hon. Minister and the Government, I too am going to say the same thing, which hon. Shri Amal Datta and his other friends sitting there had mentioned, as to why the Congress party was trying to evade a discussion on it? This is not the truth. In fact, we were the first to demand a discussion on this subject and this can be verified from the records of the House but today our suspicions were confirmed by the manner in which you made an effort to bring that subject in the form of a Calling Attention under Rule 197 and its wording and that suspicion was further confirmed when our hon. friends pursued only one aspect of questioning. It has been confirmed that an attempt is being made to separate the two issues, viz., the technical competence of the aircraft and the purchase of the aircraft, from the various aspects of the whole issue, so that political mileage could be derived by creating a misunderstanding about the purchase of the aircraft. Therefore, in violation of all the rules, an effort has been made to impose a discussion on this subject in the House. On the basis of a sinister alliance, an effort was made to impose this discussion in the House, without paying any heed to the rules under which a

discussion could be held. But, despite all this, we would welcome any amount of discussion on this issue if the Government is not satisfied with today's discussion and it feels that still some more misunderstanding needs to be created, which it failed to do today through its statements and through the oration of its allies, then it is free to initiate another discussion on this issue and we would welcome it. My friends have discussed this issue in detail and I would like to mention two three things more. We would like to say that it is not a question of running away from the discussion as alleged by them. In fact, we wanted a discussion on this subject, but the Government, in a conspiratorial way, wanted to take an initiative by imposing this discussion. The motive behind is to create some misunderstanding. The hon. Minister wants to escape from the responsibility for demoralising the civil aviation industry and for the loss that is being suffered by the Indian Airlines as a result of the hon. Minister's decision to ground the entire Airbus fleet. Therefore, in view of this, I would like to know from the hon. Minister the number of fatal air accidents that have taken place and whether decision was taken to ground all those particular aircraft after conducting inquiries into the cause of accidents, during the period from 1953 till date? Did similar accidents take place in other countries also? Has the International Civil Aviation Organisation issued any guidelines in this regard? Has the decision to ground these aircraft been taken on the basis of those guidelines?

Mr. Chairman, Sir, the second thing I would like to know from the hon. Minister the type of snags that are noticed new aircraft are inducted. Let us also get acquainted with them, please be kind enough to enlighten us regarding the record of those snags. Lastly, you have formed the Ramdas Committee under which you want to partly cover up your decision of grounding these aircraft and partly on the basis of terms and conditions laid down while purchasing the aircraft. I would like to know those terms and conditions. You are making several excuses for not disclosing those terms and conditions. What were those terms and conditions? As emphasised

[Sh. Harish Rawat]

by all of you friends here, what was the technical background of the members of that committee? You please tell us about the technical competence of those people who were assigned such an important work.

Mr. Chairman, Sir, the most important factor is that this aircraft was given a certificate of airworthiness by the Director General of Civil Aviation without which it cannot be put into operation. So I would like to know the name of that Director General, who issued the certificate of airworthiness to Airbus A-320 and the engine 2500, because he is the only competent authority to issue a certificate of airworthiness. You took the decision to ground the entire Airbus fleet. This means that you apprehended some shortcomings in the aircraft of the Indian Airlines. So, kindly tell us whether any administrative action against the person who gave airworthiness certificate was taken or was he required by you?

Mr. Chairman, Sir, Arif Mohammad Khan is my friend and I have great regard for his sincerity and sharp intellect. Therefore, I would like to tell him that today the whole country expects one thing, i.e. the hon. Minister should kindly tell us as to the loss being incurred by the Indian Airlines as a result of grounding of the Indian Airlines fleet of Airbus and how is it going to be compensated? Because it seems from the statements made by some of the Members of your party that private parties are ready to buy these aircrafts, if this industry fails. It is our apprehension that some people thought of creating an atmosphere against this aircraft forcing the Government to sell these aircraft so that the private parties may take advantage of it. The decision of grounding the Airbus fleet that you are defending here is neither supported by the Board of Directors of Indian Airlines nor the Union Cabinet because the entire responsibility rests on your shoulders. The onus of proving that the decision to ground the aircraft was correct and that it was a technically sound decision rests on your shoulders. The loss that Indian

Airlines is suffering is attributed to your decision. Sir, we should be cautious enough to see to it that an industry which has been able to stand on its own with great difficulty, an industry which is going to compete with other such industries of the world, an industry which was competing with the advanced airlines of the world with a professional outlook, is not get ruined. During the course of discussion, last week a B.J.P. member suggested handing over of the operations of Indian Airlines and Air India to private parties. It should be allowed to happen that due to a decision by a person like you, who believes in the ideology of Pandit Nehru and Shrimati Indira Gandhi, the Indian Airlines, which is symbol of our socialist commitment is sold to private parties. Indian Airlines should not fall a victim. Therefore, I would like to tell you that if you admit the mistake of taking that decision, we will support you. You please stand up and admit it instead of creating doubts about this purchase and trying to hide the undesirability of your decision.

SHRI SANTOSH BHARTIYA (Farukhabad): Mr. Chairman, Sir, I am repeating what I have said in the Press. I am conscious of the fact that I am speaking amidst some very good lawyers. I do not know what would have happened to the Congress (I), had these 4-5 lawyers not been here. The grand old man of the House is present in the House and he is witness to all the crimes and sins. But unfortunately he is in the Opposition and fortunately I am on this side. Sir, we are not here to act as advocates for the Boeing Company or the Airbus Company. Some basic questions have arisen following the death of passengers in the air crash. One who ridicules the matter or does not consider kickbacks from foreign companies a serious matter is committing a crime against the country. Hon. Members are not participating in this discussion to be a party to this crime but to find out who is guilty. An investigation should be conducted even if there is an iota of doubt about such deaths. I am going to ask some questions from the hon. Minister and would like him to

answer in Yes or No.

Is it true that the Boeing Company was given a Letter of Intent after the laying of the Dilbagh Singh Committee Report?

Is it true that the offer of the Airbus company was received after this Letter of Intent was given?

Is it also true that when the offer was received the design was on paper only and it was guaranteed that the product is excellent?

Is it true that the Airbus company gave a guarantee in respect of items which had not yet been manufactured and the erstwhile Cabinet accepted it?

Is it true that no Committee was set up to consider the acceptance of this offer but only a cell was set up and that too a one-man cell?

Is it also true that Captain Bhasin who continued this one-man cell was a close friend of an Avro pilot who later became the Prime Minister of this country?

Will the hon. Minister be pleased to State when did Indian Airlines take a decision to buy the A-310 Airbus? Is it true that this decision was taken much in advance and the inquiry held subsequently was a mere eyewash? I would also like to know if the Janata Dal after coming into power has fixed responsibility for this one-year period delay? Has the Government found out who is responsible?

Is it true that the former Prime Minister told the French Prime Minister that if some flexibility is shown

[English]

a deal can be clinched.

[Translation]

To what extent was flexibility to be shown

and who was to receive the kickbacks? Were other airlines in favour of cancelling deals with Airbus company as they suspected defects in the aircraft's engine?

Is the C.B.I. investigating into the complicity of the former Prime Minister in this affair as the primary stage of this deal was formulated by the Prime Minister's Office?

Will the findings of this investigation be telecast over Doordarshan?

Mr. Speaker, Sir, I agree with your demand to lay the relevant papers on the Table of the House. It is a question of grounding the entire fleet. I am sorry to say that the previous Government and its Prime Minister have made this country a testing zone for a foreign company manufacturing aircrafts. Surely there has been some corruption in this deal. The company made India a testing ground and played with the lives of the people to establish a world market for its new aircraft. All the relevant papers should be laid on the Table of the House. What generally happens with poor nations, has happened with us also. I would like to know how this deal was struck.

In the end I would like to thank you but I am sad to see some hon. Members speaking about this air crash and the deaths of passengers in a light-hearted manner. Their attitude is indeed shameful. Their reaction to this accident is most unbecoming of their status and cannot be described in words. With these words I conclude.

[English]

MR. CHAIRMAN: I wish to let the House know that after the intervention by Shri Kamal Chaudhry, the hon. Minister for Civil Aviation will reply to the debate.

Shri Kamal Chaudhry.

SHRI KAMAL CHAUDHRY (Hoshiarpur): Mr. Chairman, Sir, thank you for allowing me to participate in this debate. Most of the points have been covered. I have been a

[Sh. Kamal Chaudhry]

professional myself in the same field and would not repeat the points that have been made by other hon. Members. I would basically try to cover this particular flight and the accident.

16.13 hrs.

[DR. THAMBI DURAI *in the Chair*]

This flight IC 605 was bound for Bangalore and the aircraft Airbus A-320 crashed on 14.2.1990. As is normally required, a court of inquiry was immediately ordered by the Ministries but unfortunately just after five days, the aircraft was grounded on 19.2.1990. And it has been seventy five days that this full fleet has been on the ground and its pilots are not flying these aircrafts. IAC is incurring a heavy loss amounting to crores of rupees per day.

A discussion under Rule 193 did take place on 29.3.1990. It is unfortunate that today's day has been chosen again by the Government, maybe to try some more mud-slinging in order to cover up what wrongs had been done by the Government. It was to come up in the form of a Calling Attention motion, where only one side was to speak. Fortunately, the Chair did give a ruling and allowed the Opposition Members also to participate.

Now, this aircraft is one of the most modern aircrafts of its type, that is, medium range and medium body aircraft. It has a good fuel economy in terms of number of gallons consumed per kilometre per passenger seat of aircraft. It has good passenger comforts, it has all-weather flying capability, it can fly in adverse weather, it has futuristic design, that is, it is capable of lasting for next twenty years or so without becoming obsolete or even obsolescent.

It has a fly by wire transmission system where transmission is done by electrical pulses; it means that transmission can take

place in micro seconds. It has a computer system. It is backed up by two more computer systems. It means if one fails, the second will take over; if the second fails, then the third will take over. So, there are no chances of things going wrong. It has a capacity to go optimum without over-stressing the aircraft. That is the main importance of this modern aircraft.

About this particular aircraft, Capt. C.A. Fernandez was flying the aircraft, and it was his first route check for command endorsement under the supervision of Capt. Gopujkar, check-pilot of A-320 aircraft. It is very relevant to this particular accident; that is why I have mentioned it. The pilot was on a Very High Frequency Omni Range (VOR) Radar Approach at the Bangalore Airport. It was identified 42 kms short of the runway and it was supposed to be a visual landing. Things went on fine, but the pilot did go wrong; he had failed to carry out certain checks. Till about 35 seconds short of the crash, things were fine. But the aircraft was slightly flying high with high speed. Obviously the throttle had come down. But in order to intercept proper guide path, the speed was reduced and it had started coming down; it continued to come down below the guide path and the speed was being reduced. What has happened is this. He (the pilot) did not take proper action till 24 seconds short of the accident. The check-pilot (Capt. Gopugkar) told Capt. C.A. Fernandez about the descent; and 21 seconds short of the accident, he had again mentioned about keeping the 'flight director' off, because his own flight director was not put off. Then 17 second short of this accident, Capt. Gopugkar had mentioned about it although he himself did not do so. Capt. Gopugkar should have put off his own Flight Director at this stage. Then he had also realised that he was still on the auto-pilot; he had also mentioned about it to him (Capt. Fernandez) 12 seconds short of the accident. The pilot was too late. By the time he realised that it was too late, he had opened the throttle. But computer would take its own time. There was a delay of 0.5 seconds which was absolutely correct for the engine.

The Inspector has mentioned in his findings that there was nothing wrong with the aircraft; proper checks were carried out. He has specifically mentioned that this was the fault of the Capt and his No. 2 also, because at that stage Altitude Acquisition Mode was activated indicating that a selection on the FCU panel was close to 'Minimum Descent Altitude' of 3270 feet. For an air field like Bangalore, it should have been selected to 6000 feet.

As far as this accident is concerned, only one thing has been mentioned in the recommendations. That also does not reflect anything on the aircraft. That is, a protection should be available to ensure that the Open Descent Mode is not engaged below 1,000 feet on the Radio Altimeter. Whenever any accident takes place, pilots are liable to go wrong. If they feel that there could be a repetition of this mistake, some restriction is imposed so that this is not repeated by other pilots. The same recommendation was also made by the National Transport Safety Board.

In addition to my normal flying in the Indian Airforce, I had also been a Flight Commander, a Unit Flight Safety Officer, a Station Flight Safety Officer of forward bases in the eastern and the western sectors. I have had the opportunity to induct a new aircraft in the Indian Airforce in 1982, that is Mig 23. And prior to that in 1979-80 we had gone in for conversion of a Flight Squadron from an old aircraft to a new aircraft. We had given training to our pilots. Picking up the best pilots from the Indian Airforce and picking up the best ground crew all over from the Airforce to induct a new aircraft. Be it Mig 21, be it Mig 23, Mig 29 or Mirage 2000. It is unfortunate that it had been mentioned by some hon. Members that these aircrafts are too sophisticated for India to fly. These two Fighter aircrafts which I had mentioned, Mig 29 and Mirage 2000 are the best available in the world. I will say that they are much more sophisticated aircraft than this particular Airbus A-320. Our Indian pilots and ground crew are absolutely capable of flying these aircrafts and maintaining them. People did ask me a question, what could have gone

wrong, on the day of this accident. With my experience, I had said exactly the same thing that was mentioned in the report by the Inspector of Accidents, that there is a likelihood of the pilot going wrong where he was on the radar control approach and he could have been on the auto pilot and he has not taken over manually.

We have had enough of mud-slinging for the last two years, especially in the last four months. But things are going wrong and they will go from bad to worse. I know that the hon. Minister is very capable and I have known him for years. I do respect him and like him... *(Interruptions)* I am sure all the notes which are being exchanged between his Ministry and the Prime Minister's Office would be stopped and he will take his own decision and prevent the loss of crores of rupees per day due to the grounding of this fleet. This fleet has been on the ground for the last seventy five days. I know that the Indian Airlines Corporation is already in a tight spot... *(Interruptions)* I am quite confident that the Minister will finally intervene and tell the Prime Minister's Office that he is going to start operating these aircrafts... *(Interruptions)*

SHRI P. CHIDAMBARAM (Sivaganga): Indian Airlines has said that they will not take the decision to resume the flights because the decision to stop the flights was taken by the Minister. It is public knowledge Sir... *(Interruptions)*

SHRI ARIF MOHAMMAD KHAN: He can give his opinion. When it comes to public, he has no authority... *(Interruptions)*

SHRI P. CHIDAMBARAM: Indian Airlines has said: "We have not taken the decision to ground the aircrafts. We can not take the decision to resume the flights. Therefore, the Minister must take the decision. They have sent the file to him twice... *(Interruptions)*

SHRI ARIF MOHAMMAD KHAN: Is this your viewpoint?

SHRI P. CHIDAMBARAM: This is the viewpoint of the public.

SHRI ARIF MOHAMMAD KHAN: What have you got to do with public point of view on this?

SHRI KAMAL CHAUDHARY: The first point I mentioned about loss of crores of rupees per day. The second thing is inconvenience to the passengers who want to go from place A to place B. Thirdly these aircraft are on the ground. I know the difficulties of keeping an aircraft on the ground especially a fine, and serviceable aircraft on the ground. Even the engine has to be inhibited. That is, the full fuel system is to be drained out; the oil is to be inducted into the aircraft system so that it does not corrode, does not rust and does not create problems. Various checks are repeatedly carried out, maybe weekly or fortnightly or monthly. And when the aircraft is going to be finally put on the line, all these checks are repeated again. It costs a lot of money and wastage of lot of manhours. Finally, the pilots will start losing their licences. They have to keep flying regularly. I can well understand the present predicament of the Airlines in trying to keep these pilots active and their licences valid.

I will conclude by once again requesting the Minister not to get carried away by these pressures which are being put on him by maybe the Prime Minister's Office and other friends of his on the left and the right, who are trying to sustain this Ministry, and he will immediately commence operation of this Airbus A-310 fleet.

With this words, I conclude.

SHRI SAMARENDRA KUNDU (Balasore): Not that I participated in the debate earlier on this subject I am rising to speak here. I am really distressed to hear the speeches made by the Opposition benches. I do not know whom they are going to defend. Perhaps, they are going to defend their former Prime Minister, but they miserably failed. And now they are thoroughly exposed publicly. They argued as if they are arguing for a

company. They said that the Airbus A-320 had been sold to so many countries; its engine was in perfect condition, it is futuristic etc. etc.

The two points are involved. I must earnestly request the hon. Members from the Opposition to bear with me that the charges of corruption are above persons and parties. Let these be thoroughly discussed and analysed. If this Parliament and the country cannot do this, then where will it be discussed and analysed? You know that one Prime Minister of Pakistan had to lose his job and perhaps sent to jail because he made a shady deal. I do not draw any nexus from that towards our former Prime Minister, but this is a fact.

I am really sorry to say that Mr. Sathe has said that these fellows go on spreading rumours and want to malign the former Prime Minister. But when the gentleman himself is getting maligned, who else can do this? If you want to kill yourself by committing suicide, can anybody save you? This is the position.

Let us not mix up two things. One is about hush hush deal and the other is corruption charges.

PROF. MAHADEO SHIWANKAR (Chimur): I am on a point of order. There is no quorum in the House.

MR. CHAIRMAN: Let the quorum bell be rung.

MR. CHAIRMAN: Now, there is quorum. Let Mr. Samarendra Kundu continue.

SHRI SAMARENDRA KUNDU: So, these are the two aspects of the whole question. One is about the corruption charges and another is about hush hush deal. It is true that had the accident not taken place where 90 lives were lost, perhaps these corruption charges or the hush hush deal would not have come open. These are two things, but let us not try to confuse one with the other. Now, about these corruption

[Sh. Samarendra Kundu]

charges, I do not want to repeat. But, Prof. N.G. Ranga says with hands on his chest that it has not created any suspicion in his mind. Between August, 1984 and August, 1985 all that took place after the Cabinet passed. Letter of intent was fair. Then, unsolicited offer comes from the concerned party. let him say that it has not created any suspicion. If it is correct, then it must be enquired into and even politician and officer both of them should be booked. Shri Vasant Sathe support the officers and Shri Chidambaram support the politicians. So, this House must demand a thorough enquiry into the corruption charges. I am the last person to go in a plane until and unless its air-worthiness is cleared by the highest officers.

In order to advise to the Parliament also here Shri Chidambaram also quoted the report of the Inspector of Accidents. I do not know whether Inspector of Accidents has made certain reports. The inspector said that it is not due to the fault of the pilot. Now, in view of the opinion of the inspector and in view of the Aeronautical Engineers Association, who had said three months ago that it would be dangerous to fly in this plane because it might cause a mishap as it had happened. In view of this, I would like to know whether Government of India is going to operate again this plane. I would like that atleast Government must thoroughly examine and see its air-worthiness. They must be satisfied and only then they should give green signal for the plane to take off. Every week, every month we must be losing tonnes of money. But, in one such hush hush deal that clinched if you are able to point out 175 crores of money which is given as kick back money, then perhaps no officer or politician will have courage to play with the money of the poor people in the country. Therefore, the demand must be forceful. This demand is diluted when I read in between, if I analyse the speech of the main speakers on the other side. I am really sorry. Therefore, I would like the Government should go through the entire case to see whether there is a *prima-*

facie case. FIR is not filed in a court usually. FIR is filed before a police officer in a police station from a *prima facie* case. He does the investigation and if you go on telling everything about the investigation, then nothing will come out.

Everybody—the Air-Bus company, the Boeing company—is trying to gain over certain things and is trying to see that the truth is not disclosed. I am not going into the documents, but here Satheji made quite a fuss about the report of the Federal Aviation Authority. He quoted the Federal Aviation Authority. I just quote here one sentence: "The FAA had serious misgivings about the sophistication of the technology being used in the aircraft. It argued that 'man should control the machines and not vice versa'. But after tremendous persuasion by Airbus Industries"—Mr. Sathe, Mr. Chidambaram, kindly bear—"... after tremendous persuasion by Airbus Industrie, it relented and gave the certificate to the manufacturers." You see, Sir, I want a ticket to get into the plane. In such a disputed report, how do you ask me to get into the plane? Sir, I belong to a trade union organisation, a workers' organisation. I thought it appropriate to quote a few lines: "The Union Syndicate de Personnel Navigant Technique, an airmen's trade union in France, has demanded that all the A-320 in France be grounded until the 'first indications' of the cause of the Bangalore crash are available." Sir, the Bangalore crash has created some sort of a problem all over the world. It has shocked the entire world. It has become a global problem now. It is not a very easy thing that you just go on defending and say that you are defending Boeing or we are defending Air-Bus. We are not defending anybody, we are defending the interests of the people. We are defending the safety of the passengers and if there are some losses, the country will see who are responsible for creating those losses. It has been argued that it is being given to the private sector. You should be thoroughly disillusioned that it is not going to be given to the private sector. If this sector is further strengthened, more and more profit will flow. But the people like the supermost and, at the same time, the corrup-

tion must be unearthed. Whoever is responsible, must be punished.

THE MINISTER OF ENERGY AND MINISTER OF CIVIL AVIATION (SHRI ARIF MOHAMMAD KHAN): Mr. Chairman, Sir, first I would like to thank the hon. Members Shri Devendra Prasad Yadav, Shri Vasant Satheji, Shri Bhabani Shankar Hota, Mahendra Singh Pal Ji, Shri Jaswant Singh Ji, my dear friend Shri Chidambaram, Shri Amal Data, Shri A.N. Singh Deo, Shri Harish Rawat, Shri Santosh Bhartiya, Shri Kamal Chaudhry and Shri Samarendra Kundu, for having participated in this discussion. Despite few points of differences here and there, I think the Members have expressed themselves for very strict enforcement of safety standards in airlines.

The speech of Shri Chidambaram was of particular interest to me and the only thing I can say about all the points that he made is that it was full of terminological inexactitude. He is a very good lawyer, a capable lawyer and, in fact, when he inadvertently addressed the Chair as 'Me Lord', I think it was not merely out of habit but he himself knows that his arguments were not the arguments of a Parliamentarian; his arguments were the arguments of a lawyer. Exactly, Sir, that was my feeling because that is how he tried to distort the facts. For instance, he said in his speech many things. First of all, we are merely discussing irregularities, reported irregularities in A-320 deal. In this discussion we are not supposed to discuss air-worthiness, the Bangalore crash, etc. etc. All these extraneous issues were brought into discussion like how good the plane is, how 27 countries are using it, how many orders have been placed on the Airbus Company for the purchase of these aircrafts and if any other countries are using it. Then the question is raised, how it is good for those countries and it is bad for India. Sir, I am not going to discuss all these issues because this discussion is confined to the subject of reported irregularities in the deal. We have discussed earlier the unfortunate accident outside Bangalore. About air-worthiness, I don't think I am competent to give opinion on that. Of

course, if there are some certificates, if there are some documents, if the hon. Members want me to lay them on the Table of the House, I would agree to lay them on the Table of the House. In fact, I have never raised any question about the air-worthiness of the plane. I am not the right person to speculate about the causes of accident. (Interruptions) Sir, this is not the first time that I am saying so. I have maintained continuously from the day the crash took place outside Bangalore, that it is not proper for me or any anybody else to speculate about the causes of the accident.

SHRI A. CHARLES: What is the reason for grounding the airbus? That is the basic thing.

SHRI ARIF MOHAMMAD KHAN: Sir, my good friend is agitated. I am coming to that point. But my problem is that I can give him facts, I cannot give him understanding. If he refuses to understand, I cannot help it. The point I am making is that continuously I have been saying that about air-worthiness, I am not the right person to talk. For the causes of the accident, the moment it took place, it is a statutory requirement that the Inspector of Inquiry comes into existence for establishing the causes of the accident. Within four hours, after the crash, I along with the Senior Officials of the Civil Aviation Ministry reached Bangalore. We realised the gravity of the situation and the seriousness and then we decided on the spot itself that the Inspector of Inquiry is not enough and we will appoint a Court of Inquiry headed by a High Court Judge. As soon as the Court of Inquiry is appointed, the Inspector of Inquiry legally becomes a part of the Court of Inquiry. Mr. Chidambaram was quoting from the documents. He was quoting the report given by the Inspector of Inquiry. But after we announced the appointment of the Court of Inquiry, that report will not come to the Civil Aviation Ministry. The report will go to the Court of Inquiry. The moment it goes to the Court of Inquiry, it becomes the public document.

SHRIP. CHIDAMBARAM: Do you mean

to say that you have not got the report?
(*Interruptions*)

SHRI ARIF MOHAMMAD KHAN: Sir, I am not saying that. I do not know why he is jumping to the conclusions. I am not so capable as he is so to convey full meaning in just one sentence. I need more than one sentence to convey what I mean. Mr. Chidambaram is more capable. He can convey it in just one sentence. I am not that capable. Please give me some time. In fact, I am going ther, I am not merely saying that I have got the report. The point I am making is that when the Inspector of Inquiry submits the report to the Court of Inquiry, it becomes a public document, it does not remain a privileged document, as he was claiming that this is a privileged information. In fact, Sir, in the absence of Court of Inquiry, the report by the Inspector of Inquiry, about its conclusions it is for the Government to take them into consideration or to reject them or to accept them. But, Sir, after the appointment of the Court of Inquiry, the Report of the Inspector of Inquiry is merely part of the evidence. Like any other evidence which will come before the Court of Inquiry, this evidence will also be examined, this will be cross-examined and then it will be for the Court of Inquiry what kind of importance or what kind of weightage they want to give to the conclusions of the inspector of Inquiry. So, Sir, it is not a privileged document. In fact, after it has been submitted to the Court of Inquiry, anybody can quote, particularly anybody who is the interested party can go before the Court of Inquiry, can ask for a copy of the Report and use it. But Mr. Chidambaram was using it, and he was saying in the same tone, 'Well, I am very happy'.

SHRI P.R. KUMARAMANGALAM (Sa-lem): Was it the same Court?

SHRI ARIF MOHAMMAD KHAN: Now it is for you. If you still cannot understand, then I can't help you.

SHRI SANTOSH MOHAN DEV: Now we have understood.

SHRI ARIF MOHAMMAD KHAN: Sir, on the other point which he greatly emphasised, orders for 542 aircraft have been placed on Airbus industry by 27 countries. I would like to inform the hon. Members, through you, Sir, how grand and how true this claim is, which has been made by Mr. Chidambaram. (*Interruptions*) Okay. I am not referring to Satheji because he is my senior.

Sir, it is true that orders for the acquisition of 542 aircrafts A-320 have been placed on the Airbus industry. But, Sir, the factual position is that V-2500 engines—when we talk about the Airbus-320, it means Airbus-320 fitted with V-2500 engine and, Sir, again I would like to emphasise that I am not going into the question of technical superiority or inferiority, I am not going into the question of airworthiness I am merely trying to point out that the claim which has been made by Mr. Chidambaram is not true. Sir, A-320 fitted with V-2500 engines, the combination which we have got—in fact, we were rather the 'launch' customers, we launch the product.

SHRIMATISUBHASHINI ALI (Kanpur): We are the guinea-pig.

SHRI ARIF MOHAMMAD KHAN: Well, if you want to use that phrase, you can use it, because, sir, at the time of this unsolicited offer and the time when we took the decision to place the order on the Airbus industry, it was the first major order on them. I am not saying that it was the first order, but it was the first major order.

Sir, as I stated earlier, orders for the acquisition of 542 planes are there, but about A-320 fitted with V-2500 engines, the total number which has been delivered is one to Adria and 15 to Braniff—that is an Airline which has not operated this aircraft even for a day, though they say that they are not doing so for commercial reasons and the Airlines is almost lying closed. The other airline is the Cyprus Airline which has three aircrafts and we are the only airline who got 15 of them and who were using them also. One of them was destroyed in the crash and

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14 are with us now. Most of them are with CFM engines and are not with V-2500 engines. The other point is why did we ground them?

[Translation]

SHRI PYARELAL KHANDELWAL (Rajgarh): Just now information has been received that there is a fire incident in Shastri Bhavan and the fire brigade has not been able to control it so far. Fire accidents are occurring frequently in Delhi and this is a matter of concern. First it was Vigyan Bhavan where a fire broke out, then almost every day we hear of fire accident in Jhuggi-Jhonparies in one part of the city or the other. May I know the steps taken or proposed to be taken by Government to protect Government buildings.

[English]

MR. CHAIRMAN: Let the Minister reply now. Please do not interrupt him.

SHRI P. CHIDAMBARAM: Sir, why are you stopping him? This is a serious matter. The Deputy Prime Minister is here and he can speak for the whole Government. He can find out and inform the House. (*Interruptions*)

SHRI ARIF MOHAMMAD KHAN: Sir, I am immediately conveying the message to the hon. Home Minister. (*Interruptions*)

MR. CHAIRMAN: We will get the information after sometime.

SHRI BASUDEB ACHARIA (Bankura): Sir, this matter was raised in Zero Hour also. Just now, the hon. Member has mentioned that still there is fire. If Shastri Bhavan is still burning, then it is a very serious matter. (*Interruptions*)

SHRI A. CHARLES (Trivandrum): Sir, we do not know whether we are safe here. It

is a very serious matter. Even in Zero Hour it was brought to the notice of the House.

MR. CHAIRMAN: Already the Minister has informed that he will find out and inform you.

SHRI P. CHIDAMBARAM: Sir, we agree. Let the Minister continue now. But is he assuring us that he will get us the information before he completes his reply. (*Interruptions*) What is the difficulty? Somebody can telephone and find out.

SHRI ARIF MOHAMMAD KHAN: Sir, as soon as the point was made, I have said that I am conveying the message to the hon. Home Minister. (*Interruptions*)

MR. CHAIRMAN: You can get the information after sometime.

SHRI ARIF MOHAMMAD KHAN: Sir, I was talking about as to why the decision was taken to ground the fleet. In Bangalore itself, the day after the crash took place, when the newspaper-men asked me about the report from France where pilots have pointed out some major design defects, I said that I cannot take notice of the press report. I said that I will have to ascertain the facts. I would like to draw the attention of Shri Chidambaram and the hon. Member who has made this point. I am on record of having said that because of one crash, the fleets are not grounded. I am emphasising it again that this decision was not taken because one plane had crashed outside Bangalore. Soon after the crash, four major snags have developed in three days' time, where it went to the extent that the plane was brought back and the snag was rectified. The passengers were informed about it and the passengers refused to board the same plane. What do we do? After all, for an airline, unless we are able to maintain and keep the public confidence, how is it possible to operate the airline? Some hon. Members have said—nobody is ready to take the responsibility for grounding the fleet. I do not know where from they got this idea. I take full responsibility for having taken this decision. I am responsible

for it. The Ministry of Civil Aviation is responsible for it. I do not know who is giving you this idea that nobody is ready to take the responsibility: file is travelling between the PM's office and the Civil Aviation Ministry. Files do go from one Ministry to another Ministry. Mr. Chidambaram is more conversant with that. The Government has already taken the decision.

The other day, the point had been made that this Government seemed to be in a dilemma; they are not able to take a decision. I said, "Yes we are in a dilemma. It is because, on the one hand, it is the question of having invested Rs. 2500 crores. After all, this is nation's hard earned money. On the other hand, it is the question of safety of the travelling public". Rs. 2500 crores of nation's money is involved. We would like it to serve the national interest in the best possible way. On the other hand, just for economic reasons, should we compromise with the safety of the travelling public? That we are not going to do. The upper-most consideration in the mind of the Government is safety of the travelling public and enforcement of safety standards in Indian Airlines. Then comes the comfort of the passengers, facilities for the passengers, and then comes economy. It cannot be the other way round.

I was referring to the first decision, i.e. grounding the fleet. I have clarified that it was not because of the crash. In fact, I have said that earlier. There is no question of giving me all these details that whenever any crash had taken place, what have you done to the fleet. That is not the reason for grounding the entire fleet. The reason was different. Possibly you have not tried to follow it. The reason here is totally different. Now the Government has taken the decision and the decision is this. I was responsible for the decision and I take full responsibility for it. Now, I would say, not merely I have taken the decision, but the Government has taken the decision. I am not saying about air worthiness but I am saying about the safety. Unless we are satisfied ourselves fully about the safety aspects, we are not going to resume operation of these planes.

Ramadas Committee has been mentioned by the hon. Member, Shri Harish Rawat. He was right that they did not point out any technical or design defect. They were not supposed to look into that question. If you want me to read the terms of reference of the Ramadas Committee, I can read them out, for you. The Ministry of Civil Aviation constituted a special technical committee to evaluate the state of preparedness of the Indian Airlines for the safe operation of Air-Bus A-320 aircraft. The members were: Air Marshal Ramdas, Capt. K.M. Madhen, Director of Operations (Retd.) Air India, Captain J.R. Tirulokekar, Deputy Director of Operations (Training) Air India, Shri S.V. Vaishno Pai, Deputy Director of Engineering-Technical, Air India (Retd.), Dr. J.C. Bhattacharjee, Defence Research Development Organisation, Hyderabad.

The terms of reference were: to examine the adequacy of the norms, the training programmes and its efficient implementation for the induction of the flight having due regard to the changed technology required. It is with regard to the changed technology required for safe operation of the A-320 aircraft.

- to examine the system followed by Indian Airlines for a qualitative evaluation of the flight crew in respect of the above and to recommend improvements thereof;
- to examine the adequacy of the training imparted to the aircraft's maintenance personnel for efficient maintaining and servicing the new technology A-320 Aircraft;
- to examine the system followed by Indian Airlines for qualitative evaluation of the aircraft's maintenance personnel in respect of the above and to make recommendations for improvements thereof;
- to examine the adequacy of the shop equipment and maintenance infrastructure directly related to the

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maintenance of A-320 aircraft;

- to examine the adequacy of the ground handling facilities created for the operation of A-320 aircraft..."

Sir, it was basically to look into the question of preparedness of the Indian Airlines because we had placed such a major order on Airbus Industrie. We had decided to acquire 31 aircraft—originally we placed the firm order for 19 aircraft and optional order for 12, which option we exercised and it became the firm order. After this crash there was a public outcry about the lack of facilities on the ground, at the airports. So, we thought it necessary that this question should also be examined. Therefore, this Committee was constituted. This was the Committee which was to go into the questions of any technical design defects, if they exist. This Committee was supposed to go into that question. It was meant to go into the question of the preparedness of the Indian Airlines.

SHRI HARISH RAWAT: As far as the technical aspect is concerned, who certified this?

SHRI ARIF MOHAMMAD KHAN: I have already said that the question of airworthiness definitely cannot be an issue. That cannot be an issue. Today, we are discussing the reported irregularities in the deal. We are not discussing the airworthiness or any other question relating to this aircraft. We are discussing the reported irregularities in the deal. I do not know if I have been able to really convince you or not.

SHRI SONTOSH MOHANDEV (Tripura West): You have yourself stated that the confidence of the passengers is of utmost importance. You have yourself stated that unless this confidence is gained, you cannot support and reopen it. Who will decide that? We are asking that question only. Somebody has to decide it.

SHRI ARIF MOHAMMAD KHAN: I am

to be blamed possibly if I have not been able to convey what I mean to say. When I say that it is not merely airworthiness that is involved, it comes to the safe operation of the aircraft and so many other questions are also involved. I am sure Shri Kamal Chaudhry, who has himself been a very very able pilot, will appreciate the point which I am making. It is not merely the question of airworthiness. So many other things are involved.

For instance, I would like to read out from the Report just two sentences. I would say, that again is not conclusive. It merely points out to certain defects, certain areas where we have not been able to prepare ourselves fully. If we have placed the order for 31 aircraft, then we should have been in a position to maintain it...

17.00 hrs.

[Translation]

If I don't have anything to feed my goat and keep an elephant, the elephant is bound to die in a few days for want of food.

[English]

The question is whether I am prepared to operate the big fleet of 31 aircraft. Today we have got only 15 but we have placed the order for 31 aircraft. That is why I am saying that I would just like to read out two lines only:

"The Committee is of the opinion that the induction rate of the Airbus A-320 aircraft has been too rapid for operating and maintenance staff to assimilate and prepare themselves for the high technology demands of the aircraft..."

This doesn't relate to the question of airworthiness. Those who were taking the decision to acquire 31 aircraft were not taking any decision to prepare the Airlines fully for the operation of these 31 aircraft. Shri Chidambaram has asked: Who were the officers? Shri Chidambaram said this. He quoted from something. I do not know...

SHRI P. CHIDAMBARAM: You know, Sir. From your document.

SHRI ARIF MOHAMMAD KHAN: O.K. He quoted from some speech of mine either in Lok Sabha or in Rajya Sabha where he said, I made these points. He asked whether they were correct and whether I said so and who were those officers who briefed me? I think, he has not read my speech carefully. Had he read my speech carefully, he would have immediately come to know that this was not a briefing done by the officials of my Ministry side. But these were the arguments which were given in support of the decision to acquire A-320 aircraft. *(Interruptions)*

SHRI KALP NATH RAI (Ghosi): Who were those officers?

SHRI P. CHIDAMBARAM: Who gave that argument?

SHRI ARIF MOHAMMAD KHAN: That famous evaluation cell which was created on an informal basis—one man cell. That famous evaluation committee of high technical competence which consisted of just one person. When I tried to know... *(Interruptions)*

SHRI KALP NATH RAI: Who was that officer?

SHRI ARIF MOHAMMAD KHAN: Captain Bhasin. *(Interruptions)*

I cannot listen to two persons and speak at the same time. *(Interruptions)* I have given it. I was not very keen on that day. This is why, even now, I am not very keen. In fact, I have said again again that if there are any allegations, if there are any complaints of irregularities having been committed, then that can be taken care of separately. The question of air worthiness, the question of safe operation of the airlines, the question of strict enforcement of safety standards should not be linked with the question of irregularities in the deal. I have been emphasising on it. But I do not know sometimes even when I am not mentioning anything, my friends

sitting on the opposition benches get very much agitated. I have not given any occasion; I have not given any cause for them to feel agitated. It must be something inside them which agitates them on this issue because I have not said it at any time. *(Interruptions)*

SHRI K.S. RAO (Machilipatnam): We remember the time when you used to get agitated when allegations were made against the Congress...

SHRI ARIF MOHAMMAD KHAN: Are you following me?

SHRI K.S. RAO: Yes.

SHRI ARIF MOHAMMAD KHAN: Then I stand corrected. If you are following me, I have nothing to say. I am not going into it. This was not the briefing done by the officials of my Ministry. I said that they were the arguments which were given by the so-called high, technically competent evaluation cell consisting of one man. When I tried to know from the officials as in the case of earlier technical evaluation committee headed by Air Chief Marshal Dilbagh Singh which was created by virtue of a resolution passed by the Board of Directors who created this cell, there is nobody to let me know who created this cell. There is no resolution on the Board of Directors. There is no resolution. *(Interruptions)*

The point I was making was about the claims of fuel efficiency. Now the officials had not told me that it would consume 19.06 per cent less fuel than the Boeing or it would be more fuel efficient. This was the claim which was made by the Technical Evaluation Cell and it has been proved that this claim was not right.

SHRI P. CHIDAMBARAM: And it was accepted by the Board. Sack that Board.

SHRI ARIF MOHAMMAD KHAN: Well, definitely we will see.

SHRI P. CHIDAMBARAM: My appeal to the hon. Minister is only this. I think just as he thinks that I did not read his speech too correctly, I am afraid he did not follow my intervention too correctly. My complaint is not when he is the Minister. Some officials in the Ministry of Civil Aviation have taken a decision that this aircraft is fuel-efficient, this aircraft is this, this aircraft is that. That decision was accepted by the Board of Indian Airlines. That decision was processed at various levels, at PIB, at various committees, various officers and the Department of Expenditure. If all of them have put their signatures on that, and if the Board has accepted the decision that was given to it, then sack the Board. Where are those officers? I am not talking of the officers who give views; I am talking of the officers who take decisions. If officers had taken decisions on technical matters, give them to the Government and the Government has taken a decision, sack that Board, sack those officers. Where are you keeping those officers?

SHRI SOMNATH CHATTERJEE: This is a very dangerous doctrine cutting at the roots of the ministerial responsibility. The Minister has to take the responsibility for every decision. He cannot take cover under bureaucratic decisions. It cuts at the very root of the ministerial responsibility.

SHRI SAMARENDRA KUNDU: Mr. Chidambaram raised a point about the fuel efficiency. I would just like to know from the Minister whether the Boeing Company also came to the Government and said that 'give us some time, we will also produce fuel-efficient aircrafts much better than the A-320s'. And it was denied. It is on record.

SHRI ARIF MOHAMMAD KHAN: I was merely pointing out that the points made by Shri Chidambaram were not true. I do not want to go into these final details. As I said earlier, about all these technical questions I do not think it is proper for me to go into the details.

The other claim was about the increased fund generation and futuristic design. And

there is the most fantastic argument which was given by the Technical Evaluation Cell. Questions have been raised by hon. Members about the lack of facilities on the ground, about not having enough landing facilities and facilities at the airport. Now one of the arguments which was given in favour of the decision to acquire these 31 aircrafts which are claimed to be of futuristic design of 21st Century mark was that these 21st Century mark aircrafts can be flown on the run-way which are of the 18th Century mark! The argument given in favour of it was that no further investment will be needed on the ground. With the existing facilities on the ground we can use, we can operate these planes safely. And this was an additional factor.

SHRIMATI GEETA MUKHERJEE (Panskura): Was it not that with the existing system that we have in each of our airports these planes can be flown? Was it not also said by them?

SHRI ARIF MOHAMMAD KHAN: This is exactly what I am saying. The argument given was that we won't need any expansion of the facilities on the ground and no further investment on the ground will be needed. What is to be proved? That this offer will be cheaper than the other offers and this will be cheaper in these respects.

Another major argument is that if you buy these planes you would not need any further investment on the ground, you would not need any further expansion of ground facilities. This is a very strange argument. I have said earlier also in this august House that there is a total mismatch. We took decision to invest Rs. 2400 crores on buying these aircrafts, but we have not spent any money on upgradation of facilities at the airports. Particularly after the Bangalore crash, we have taken up this matter with the hon. Finance Minister and I must say that he looked at the whole question. I have gone on record and said earlier also that we will further expand the services only if we expand the facilities on the ground. We will not make any compromise as far as the safety

of the operation is concerned. This matter was taken up with the Finance Ministry. Hon. Finance Minister has agreed to reduced the import duty on instruments which are used for the Instrumental Landing System and on navigational instruments, from 173 per cent to 25 per cent. Now, we are preparing the proposals and I am sure, our effort is that before next winter, we will be able to create more facilities not only at the international airports, but also at other airports.

About various dates which have been mentioned by the hon. Members, I have no hesitation in saying that most of these figures are correct.

Sir, the Dilbagh Singh Committee was set up on 22nd August 1983; the Committee submitted the report to the Board on 22nd May 1984; the approval by Board of Indian Airlines to acquire Boeing aircrafts—decision was taken on 13th June 1984; request by Indian Airlines to Government to issue letter of intent to Boeing Company was given on 18th June 1984; approval of Government for issuance of letter of intent was given on 20th July 1984; issuance of letter of intent to Boeing Company was done on 24th July 1984; submission of proposals by Indian Airlines to Government for its approval under section, was done on 12th September 1984; reference by Government to give comments on Airbus Industries, presentation received directly by it, was on 14th November. The strange thing is that the Indian Airlines was asked to sent the evaluation within three days. On 14th, the Ministry had written the letter. Now, Shri Chidambaram will appreciate that you can sack a Board of Director if it takes a decision which is wrong as far as the technical parameters are concerned, on their own. But when they are goaded by some other sources to take a decision, then such Board of Directors are not sacked. Ultimately I would say—I have said here—that if I am heading the Ministry, I would not take shelter behind the argument that officers are taking decisions. Even if officers are taking decisions, in the Parliamentary form of Government, the responsibility is mine. The buck must be stopped

somewhere. Somebody must accept the responsibility. I cannot use these arguments, if I am heading the Ministry. (*Interruptions*) I think, the agitation is there because you feel that people who are responsible for it are going to be exposed. You have a feeling and that is why you are agitated. Otherwise there is no reason for you to blame the officials. I would say, as long as I am heading the Ministry, even if a decision is taken, under my Ministry, by an official, the responsibility will be mine and I will accept the responsibility. I would not take shelter behind the argument that some other officers had taken the decision. In that way, parliamentary democracy cannot function. The buck must be stopped somewhere. (*Interruptions*)

SHRI RAM NAIK (Bombay North): They are masters in passing the back. (*Interruptions*)

PROF. P.J. KURIEN: If some decision is taken on technical matters, do you say that the responsibility is with you?

SHRI ARIF MOHAMMAD KHAN: No, I am not saying that. I am saying that political responsibility is mine. (*Interruptions*)

SHRI P. CHIDAMBARAM: But are you saying, "we shall not shield the officers?"

SHRI ARIF MOHAMMAD KHAN: But when? The point I am making is that for political consideration if you try to influence a technical decision, then you lose the moral authority to sack the Board. This is what I am saying. (*Interruptions*)

PROF. P.J. KURIEN: There are three aspects of it: technical decisions by technical committee; economic decisions on economic matters by economic experts; and the third is the political decision, which is the overall responsibility. What has been referred to by my friend, Mr. Chidambaram, is regarding technical and economic matters. For them, do you take the responsibility?

SHRI ARIF MOHAMMAD KHAN: Yes. (*Interruptions*)

SHRI SOMNATH CHATTERJEE: A technical decision has to be finally adopted by the political authority. (*Interruptions*)

SHRI ARIF MOHAMMAD KHAN: No, I am coming to that.

SHRI VAKKOM PURUSHOTHAMAN: We do not want the reply from Mr. Somnath Chatterjee. (*Interruptions*) Let the Minister reply. (*Interruptions*)

MR. CHAIRMAN: Order please.

(*Interruptions*)

SHRI ARIF MOHAMMAD KHAN: Well, Sir, I am to be blamed if they have not been able to appreciate the point which I was making.

The point I am making is that Shri Chidambaram made this point in the context of a decision which was taken in the year 1988—rather even earlier. Today, in 1990, he is asking this Government to sack the Board of Directors. The point I am making is that they are still there. All these things are being pointed out today. Surely, those who were adorning these benches till few months back, also knew about it. There is no question of their not knowing about it. We have not dug them out from the grave. They are in the Government files. But a decision was taken in 1988. You could not take any action. It explains the whole thing.

SHRI GUMAN MAL LODHA (Pali): Between the lines!

SHRI ARIF MOHAMMAD KHAN: No, why go between the lines?

The question is that when you try to influence a technical or economical decision for non-technical and non-economical considerations or for political considerations, then you lose the moral authority to sack the Board or to take any action. Then, this is what happens. You take the decision. And when you come to the Opposition, you ask the new Government to sack the Board of

Directors. What a strange logic it is! This is exactly what happens then. This should have been done by you. The people of this country know. The Government of the day may or may not take a decision to sack somebody. But the people of this country know that if they do not behave, how to sack them.

SHRI P. CHIDAMBARAM: What about the period between 1977 to 1979? What did you say about the Government of 1977-79?

SHRI ARIF MOHAMMAD KHAN: So, what? I am not defending. Do you mean that I am defending the Government of 1977-79?

SHRI P. CHIDAMBARAM: Yes.

SHRI ARIF MOHAMMAD KHAN: How? (*Interruptions*) I think, I did not even mention about 1977, Sir. (*Interruptions*)

SHRI P. CHIDAMBARAM: Do not think that you are permanently there. (*Interruptions*)

SHRI ARIF MOHAMMAD KHAN: Well, Sir. (*Interruptions*)

SHRIMATI GEETA MUKHERJEE: If you kindly yield, I will ask two questions as I did not speak. My party did not speak.

MR. CHAIRMAN: You could have participated.

(*Interruptions*)

SHRIMATI GEETA MUKHERJEE: Will you kindly clarify, if you know about it? Is there any truth in this? I have heard about it. I do not know, but you may be knowing that even the Ministry of Civil Aviation, at one stage, did not agree and they gave certain reasons for not agreeing. And it was some other high authority under whose instructions this was signed in 48 hours. This is my first question.

Now, I come to the second clarification. This pertains to the safety about which you are concerned. Is it a fact that regarding

coiling unit of these planes there was an in-built defect. As these kinds of planes should be able to deal with temperature upto 51 degrees this Instrument started slipping from 35 degrees. Though it was claimed that this model of planes at that degree, it is found that it was not so. Was there any such in-built technical defect found? (*Interruptions*)

SHRI ARIF MOHAMMAD KHAN: I have said earlier also that Government noticed certain irregularities having been committed and procedural volitions while concluding the deal. We took note of what we have noticed and also what appeared in the Press and thereafter, referred the matter to the investigating agencies who have already registered an FIR. I do not think that it is proper for me to go into the details further. About the second part of the question, with great respect to Smt. Geeta Mukherjee, I would like to make an appeal not only to her but to all the hon. Members, that questions regarding alleged irregularities and questions regarding airworthiness or safe operation or technical parameters should not be linked together. (*Interruptions*)

SHRI SOMNATH CHATTERJEE: It is not a case of a good plane being purchased in an irregular manner. That is not so. The apprehension is that not only that the plane should not have been purchased but should not have been purchased in that manner it had been done. Therefore, these questions are not totally de-linked.

SHRI ARIF MOHAMMAD KHAN: If there are any procedural violations or any irregularities being committed, that can be gone into. It is not proper for me to go into the question of technical defects. (*Interruptions*)

SHRI VAKKOM PURUSHOTHAMAN: You wanted to say something which should not go on record. They are supporting you and so you have to yield to their questions. (*Interruptions*)

SHRI ARIF MOHAMMAD KHAN: That is not the reason. Please, let me complete. Unfortunately, this has become such a touchy

subject for Mr. Vakkom Purushothaman that a mere mention of airbus provokes him. What can I do about it? (*Interruptions*)

I have read out the Terms of Reference of the Ramdas Committee. We do not set out terms for the Court of Inquiry. They are prescribed in the Statute itself. Now the case of the accident has to be established by the Court of Inquiry. Aspects regarding the technical defect or design defect or a human error constitute the subject matter of the Court of Inquiry and it is not proper for me to go into that question. We are discussing the question of irregularities in the deal and we should confine ourselves to that question only.

Another point had been made by Shri Jaswant Singh, Shri Vasant Sathe, Shri Chidambaram and Shri Amal Datta and others. They want me to lay some papers on the Table of the House. Papers which pertain to this case are with the CBI. They are not with me. But if it is the desire of this House and if you permit, Sir, then the two papers which the hon. Members have demanded that they should be laid on the Table of the House, I.....

SHRI P. CHIDAMBARAM: No, no. You should place all the papers... (*Interruptions*) Let the hon. Minister not be too reluctant. We have gone through this exercise many times in the past. You cannot place only two papers, one paper here and one paper there. This is exactly what happened when the Prime Minister offered to place the Bofors papers. We said—place all the papers and the Indian Express also carried the entire discussion about Bofors papers. The next day, he came with two papers. We will not accept this laying of two papers. You should place all the papers.

SHRI BASUDEB ACHARIA: Why all papers? Why not only the relevant papers... (*Interruptions*)

SHRI P. CHIDAMBARAM: We will not allow this to happen.

MR. CHAIRMAN: Who is going to say which is relevant and which is not relevant?

SHRI SAIFUDDIN CHOUDHURY (Katwa): Before the papers are laid on the Table of the House, I would like to appeal to the Minister to guard that building properly where the papers are kept otherwise there can be a fire..... (*Interruptions*)

SHRI RAM NAIK: Whatever papers are available with the Minister, should be laid on the Table of the House (*Interruptions*)

SHRI P. CHIDAMBARAM: How can he do that? It should be all papers

SHRISOMNATH CHATTERJEE: What is meant by all the papers? (*Interruptions*)

SHRI VAKKOM PURUSHOTHAMAN: Why do you want to hide something? (*Interruptions*)

SHRI A. CHARLES: We want all the papers.

SHRI NIRMAL KANTI CHATTERJEE: He wants all the papers, not the relevant papers

MR. CHAIRMAN: Let the Minister complete his reply. If you have any doubts, you can ask for clarifications at the end. He has been on his legs for the last forty-five minutes. I accept that you may have certain doubts. I request you to listen to his speech and afterwards, I would permit you, if you have any questions to ask

SHRI ARIF MOHAMMAD KHAN: Sir, I would like to assure the hon. Members that it would not be long before they will come to know about all the papers because the investigating agencies have been given instructions to conduct the whole thing expeditiously. It is not going to be like the Czech pistol case as mentioned by Shri P. Chidambaram. For three long years, we kept waiting. You said, we were going to discuss. Who stopped you from taking action for three years? He was talking about trial by the

papers, trial by discussion. I feel that it is still better than trial by muscle power, which you were yourself resorting to.

SHRI P. CHIDAMBARAM: What are you talking?

SHRI ARIF MOHAMMAD KHAN: All those who differed with you, you organised attacks on their houses, you organised violence in their public meetings..... (*Interruptions*) You are talking about Czech pistol case. That is why I am saying this. I marvel at your capability..... (*Interruptions*) Now, let me complete, I am not yielding..... (*Interruptions*)

Let me at least complete this. Don't think that I am angry with Mr. Chidambaram who is a very good friend of mine and he does not need your assistance. He is a very able Lawyer. He is a very articulate person. He does not need your help, Prof. Kurien. Please don't bother yourself.

PROF. P.J. KURIEN: Why has it happened?

SHRI ARIF MOHAMMAD KHAN: I really marvel at your capabilities. For three years, you carried this calumny campaign, not in indoors simply, but you planted stories in the Press and every time, we challenged you. If you have the guts, come and file a case against us.

After that, I thought that the very mention of Czech Pistol case will make you feel a little here and there. But no. I really marvel at your capabilities. (*Interruptions*)

SHRI P. CHIDAMBARAM: You bring the case. You bring the Czech Pistol Case here.

SHRI ARIF MOHAMMAD KHAN: Who will bring that case? Will you bring that case?

SHRI P. CHIDAMBARAM: They had directed the C.B.I. to stop the inquiries. If they do not want to file a final Report, let them bring the papers here. This Government has

stopped the investigation of Czech Pistol case. This Government has stopped the filing of the case.

SHRI ARIF MOHAMMAD KHAN: Sir, exactly, that was the reason why I was saying that they do not need to feel much agitated on this. It would not be like the case which they had ordered. They tried to fabricate it. It won't take three years. Because it is not going to be a fabricated case. After three years—you were dealing with C.B.I.—now you are asking in this House that we will discuss it.

SHRI P. CHIDAMBARAM: It is because we were investigating it not fabricating it.

SHRI ARIF MOHAMMAD KHAN: For three years, you were investigating it. That shows your investigating capabilities. What a wonderful reflection on your investigating capabilities!

SHRI P. CHIDAMBARAM: It is because we were investigating it according to law. We left it to the C.B.I. Unlike you, we do not interfere in the matter. We do not direct them to stop investigation. The Czech Pistol case had been investigated, fairly and properly. You bring that case here, now.

SHRI NIRMAL KANTI CHATTERJEE (Dumdum): They illegally amass and legally investigate!

SHRI ARIF MOHAMMAD KHAN: I know, how the trial of the famous case which he has mentioned was conducted. How they harassed that famous national champion!

SHRI P. CHIDAMBARAM: How?

SHRI ARIF MOHAMMAD KHAN: How you harassed her? How you tried to harass her with all kinds of things which had nothing to do with the case? You were planting in the newspapers.....

SHRI P.R. KUMARAMANGALAM: Is that a discussion on A-320?

MR. CHAIRMAN: Please come to the subject.

SHRI ARIF MOHAMMAD KHAN: Sir, Prof. Ranga is a senior Member. I bow to his elderly advice. I am not going to join issues with Mr. Chidambaram. I leave it at that. *(Interruptions)*

SHRI ARIF MOHAMMAD KHAN: I would not like to prolong further...

SHRI KAMAL CHAUDHRY: I would like to make a point before you conclude. Sorry, I am interrupting you in between. You did mention that I would understand the induction of this sophisticated aircraft at this fast pace.

As far as this aircraft is concerned, regarding its engines V-2500 and other one—it is unfortunate that we have used even words like guinea-pigs—we said that: "Are we guinea-pigs that this experimentation is taking place?"

SHRI ARIF MOHAMMAD KHAN: I did not use that word.

SHRI KAMAL CHAUDHRY: I have just mentioned about these words because it was used here in the House.

The level of research and development in our country is extremely poor as compared to the developed countries in the world. Even if you set up another committee about the airworthiness of this aircraft, this will prove to be one of the best aircrafts in the world including its engine also. You did mention about some snags. *(Interruptions)* As far as snags are concerned, you will get them even in the best aircrafts in the world. There will be snags and their rectifications every day. *(Interruptions)*

SHRI ARIF MOHAMMAD KHAN: The quality of the aircraft is not a matter of discussion here; we should not discuss that. We need not discuss the airworthiness of an aircraft. We are discussing the alleged irregularities in the deal. *(Interruptions)*

SHRI KAMAL CHAUDHRY: You have read out two lines from the Report of the Ramdas Committee regarding fast induction of this aircraft. I also agree with you. It was the fast induction of this aircraft which had created problems. These pilots did not get proper training. You take action against the pilot or the particular officer of Indian Airlines. Our airfields and equipments do not match our aircrafts. I also agree with you. For next 100 years, our ground equipments will not match the aircrafts. In our country, it will not be possible due to shortage of funds resources. *(Interruptions)*

SHRI ARIF MOHAMMAD KHAN: I attach importance to his very valuable advice because he has experience about it. Definitely, I would like to benefit from his advice, particularly when the Demands for Grants relating to the Ministry of Civil Aviation are taken up for discussion. I made an appeal to the hon. members That these two question should not be mixed up. We are not discussing the technical competence or airworthiness of an aircraft. Shri Kamal Chaudhry will appreciate that as far as safety of the operation is concerned, it is not merely the airworthiness of an aircraft which is relevant; several other factors are also relevant. In that context, I have said that Shri Kamal Chaudhry will appreciate that point.

SHRI JASWANT SINGH (Jodhpur): What about the papers?

SHRI ARIF MOHAMMAD KHAN: I would leave it to your discretion. The hon. members have quoted extensively from those two documents That is why I have offered..... *(Interruptions)*

SHRI JASWANT SINGH. I am not interested in speaking. I had my full say It was my expectation that the hon Minister would, at some length, elaborate the points I had made. I had not spoken about the airworthiness or the technical quality of this aircraft. I had indeed spoken about the irregularities in the method adopted or for choosing this aircraft. I had also spoken about some money aspects and short cut of

the procedure. About short-cut of procedure, I had made a specific reference to certain dates. In the minutes of the meetings held in the then Prime Minister's Office, you took a decision to acquire an aircraft. In the Board of the Indian Airlines, the decision was taken on 30th August, 1985; whereas the minutes of the meetings held in the then Prime Minister's office were recorded on 2nd August, 1985. There it was mentioned that a decision to acquire an aircraft was already taken. You took a decision on 30th August, 1985, to acquire an aircraft. There is a letter dated 26th August—it had passed on from one official to another—which says that this aircraft is beneficial due to its cost effectiveness and airworthiness. I specifically ask the Minister to tell us about these aspects... *(Interruptions)*

SHRI ARIF MOHAMMAD KHAN: Sir, I have already said that most of the dates given by the hon. Member Shri Jaswant Singh are correct. Some hon. Members have also quoted very extensively from these two documents. I leave it to your discretion. If you permit me to place these two documents, then I will place these two documents. I leave it to your discretion. *(Interruptions)*

SHRI P. CHIDAMBARAM (Sivaganga): Mr. Arif Mohammad Khan always gives the impression of fairness. I presume that he is as fair as he gives the impression of fairness. According to him, we are discussing the irregularities in the deal. The irregularities are not in one document, which the hon. Member Mr. Jaswant Singh has been able to locate or in another document. If there are irregularities, the irregularities start from the date when the Boeing order was made and end on the date when the 15th airbus was inducted into the fleet. He must place all the documents showing the entire course of decision making. Otherwise, we cannot and will not accept the selectivity on the part of the Government on the pretence of choosing the relevant documents. We know what the Prime Minister did when he refused to place the Bofors papers and came back and placed two papers. On that day, every newspaper including the *Indian Express* carried a head-

line that Bofors papers would be placed. If you stand by your case of irregularities, place the entire documents which will show the course of decision making right from the lowest official to the highest in the country (Interruptions)

SHRI ARIF MOHAMMAD KHAN I have already said that it would not take very long. The CBI is working very fast on this matter. What Mr. Jaswant Singh pointed out was that though officially the decision was taken by the Indian Airlines Board on 30th August, he and other Members have pointed out from a document that the decision was taken on 2nd August. That is how this document is related to the deal. I leave it to your discretion in regard to placing of these two documents. Some Members have quoted extensively from these two documents. If you, in your wisdom, decide that these two documents should be placed on the Table of the House, then I will abide by that. *(Interruptions)*

SHRI NIRMAL KANTI CHATTERJEE
(Dum Dum) In any case you can lay them on
your own (Interruptions)

MR CHAIRMAN No that cannot be done

PROF P J KURIEN (Mavelikara) The hon Member Shri Jaswant Singh had gone on record, not once more than once during his speech, to say that all the papers should be placed on the Table of the House and this House, both sides received that suggestion with applause Hence that is the consensus of this House If at all any paper is to be laid on the Table of the House then all the papers from the very beginning, from the starting of the dialogue on the purchase upto the end should be placed on the Table of the House (*Interruptions*)

SHRI GUMAN MAL LODHA (Pali) A controversy has arisen regarding placing of the papers and it has been left to your discretion. I think, placing of two relevant documents would be enough from the point of view of the points raised by the Members. But the principles of jurisprudence and fair

play demand that all papers should be placed. I support Mr. Chidambaram that all papers should be placed. He can produce the xerox copies of the CBI record so that nobody could say that the Minister concerned or the Government has adopted a pick and choose policy and left something to be discussed, something to be hushed and something fishy. Therefore the principles of jurisprudence warrant that all the papers must be placed on the Table of the House.

SHRI ARIF MOHAMMAD KHAN: Because the Members had demanded, that is why I made this offer. I have said that the papers are with the CBI, they are not with me. But if you so direct me. *(Interruptions)*

MR CHAIRMAN All the Members of the House are demanding, all the records have to be placed on the Table. Since it is the decision of the House to place all the records on the Table, they can be placed, but it is subject to examination. *(Interruptions)*

SHRI ARIF MOHAMMAD KHAN: I have tried to clarify the points which were raised by the hon. Members.

I will conclude by saying that the most important aspect for us is the enforcement of safety standards in the operation of airlines. I would like to emphasise that on the question of safety and on the question of enforcement of safety standards, no compromise will be made, no chance will be taken.

DISCUSSION UNDER RULE 193

Rise in prices in the country

MR CHAIRMAN Now we will take up the next item i.e. further discussion on rise in prices in the country raised by Prof Saif-uddin Soz on 30.4.90

SHRIMATI GEETA MUKHERJEE
(Panskura) Price rise is one of the most sensitive things And when the Finance Minister is not here, you want me to make the

[Smt. Geeta Mukherjee]

complaint to the House I request you take it up tomorrow . (*Interruptions*)

MR. CHAIRMAN: Upto 7 O'clock we are sitting. If you all want to take it up tomorrow and want the House to adjourn early, even taken we will have to discuss this upto 6 o'clock.

(*Interruptions*)

PROF K V THOMAS (Ernakulam): We have not heard anything from the Government side about the fire accident

SHRI HARISH RAWAT (Almora): Somebody from the Government side should make a statement on this before the House adjourns

SHRIMATI GEETA MUKHERJEE : I raised it in the morning What happened to that? .. (*Interruptions*)

[*Translation*]

THE DEPUTY PRIME MINISTER AND MINISTER OF AGRICULTURE (SHRI DEVI LAL) The hon Minister has said that he has asked for a report on the incident and as soon as it is received it will be laid on the Table of the House The report has not been received so far

SHRI HARISH RAWAT What type of Government is this. Till now it has not been able to get information on a local fire incident

[*English*]

MR. CHAIRMAN: I request the hon. Minister to get the information and pass it on to the House before we adjourn at six o'clock. In another five minutes, you have to get it. Because the Minister has already promised, so, one of the Ministers may try to find out this information

SHRI LOKANATH CHOUDHURY

(Jagatsinghpur): On a point of order, Sir. A serious incident has taken place. The Minister has promised... (*Interruptions*)

MR. CHAIRMAN: That is why I told that within five minutes they have to get the information.

SHRI LOKANATH CHOUDHURY: But the Minister is not present.

MR. CHAIRMAN: It is the collective responsibility Any Minister can go and find out.

SHRI LOKANATH CHOUDHURY: We have no objection, Sir, but they should come out before the closure of the House.

MR CHAIRMAN. Before six o'clock they will inform Don't worry. Madam, you can speak for five minutes. In the meanwhile, they will get the information and pass on to you If you are not interested, then I can call somebody else

SHRIMATI GEETA MUKHERJEE: You can, Sir, if you so like. But I believe nobody will like to speak now

SHRI AMAR ROYPRADHAN (Cooch Behar): Sir, the entire House is very much anxious to know whether a second time fire has been there in Shastri Bhawan. In the early morning there was a fire

MR CHAIRMAN: Mr. Minister, it is not necessary that the Home Minister must give the information. Anyone of you can get the information.

[*Translation*]

SHRI DEVI LAL: The hon. Home Minister is not present as he is sick.

[*English*]

MR. CHAIRMAN: Whether it is yes or no, you can just find out. Even on telephone also you can make an enquiry and pass on

the information. If it is true, you can say it is going on.

SHRIMATI GEETA MUKHERJEE. The fire started in the morning and it is now six o'clock in the evening. If it is still on fire, then the safety of the Members of the House is also at stake. We must know the situation.

MR CHAIRMAN. Before adjourning we will try to get the information.

SHRIMATI GEETA MUKHERJEE. How Sir?

MR CHAIRMAN. If you are so much concerned, you wait for five minutes. At 6.05 we will adjourn. We will try to get the information till that time and then adjourn.

SHRIMATI GEETA MUKHERJEE. Are you asking me to start, Sir?

MR CHAIRMAN (SHRI THAMBI DURAI). If you are interested. Otherwise I will call some other Member.

SHRIMATI GEETA MUKHERJEE (Panskura). I am very much interested in the question of price rise. That is why I do not want that this be taken in a light manner at the end of the day. I want the Minister in charge to be here because I have to make certain personal appeals to him as I am a woman. From that point of view I want to place the whole case. Therefore I am beginning and I believe that tomorrow the Finance Minister will give me the hearing.

We are all absolutely flabbergasted with the situation and extremely perturbed. This question needs very serious consideration and examination from the point of view of the policies, from the point of view of what can and should be done and whether those measures are being taken, as well as there are other questions, such as the parity of price of agricultural goods and industrial goods. From that angle it has to be considered and from the point of view of the consumer goods also it has to be considered.

Therefore, this question, at the moment, is most serious and I hope it will be like that. .
(Interruptions)

AN HON. MEMBER. It is already six o'clock, Sir.

MR CHAIRMAN. I have told that for another five minutes we can continue.

18.00 hrs.

SHRIMATI GEETA MUKHERJEE. Sir, I want to know how many minutes they will take to put a telephone call to Shastri Bhawan to find out the position. (Interruptions)

SHRI RAM NAIK (Bombay North). Sir, I have a point of order.

MR CHAIRMAN. Under what rule you want to raise your point of order?

SHRI RAM NAIK. Sir, the rule is that the House is to adjourn at 6 O'clock. If the time of the House is to be extended, you will kindly get the sense of the House before it is extended. I would only request you to take the sense of the House and then say "the House is extended by 5 minutes or 10 minutes."

MR CHAIRMAN. The House used to sit up to 7 O'clock till the Finance Bill is passed. But Shrimati Geeta Mukherjee and some other Members said that the House should adjourn at 6 O'clock today because at the end of the day she does not want to speak on the subject of price rise. Then I asked the sense of the House. All of you accepted at the time. In the meantime, she also wanted to know what is happening in Shastri Bhawan. She wanted to know the position in Shastri Bhawan before the adjournment of the House. Then I said we can extend the time of the House by five minutes so that we can know the position within that extended time. Then only I allowed the extension of the time of the House. If you had objected to the extension at that time, I would have adjourned the House at 6 O'clock. The moment it was accepted, the House was

extended. Now, the Minister has come and he wants to say something on this

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SUBODH KANT SAHAY) Mr. Chairman, Sir, I was in the Rajya Sabha and had not received any direction When the fire broke out I personally visited the accident site. A thorough inquiry has been ordered into this incident We are looking into the lacunae in safety measures in Government buildings Strict action would be taken against the concerned officials if such incidents occur in future Tomorrow a full report about this incident will be given in the House (*Interruptions*) .. So far as the fire is concerned it

broke out at 7.30 a.m. and I went there around 8.30 or 9.00 a.m. When I was there the fire had been fully extinguished and the situation had been brought under control. Tomorrow I shall come with the full details. (*Interruptions*)

[*English*]

MR. CHAIRMAN: Madam, you can continue your speech tomorrow.

18.05 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, May 4, 1990/ Vaisakha 14, 1912 (Saka)