

LOK SABHA DEBATES (English Version)

Eleventh Session
(Eighth Lok Sabha)



(Vol. XLI contains Nos. 11 to 20)

LOK SABHA SECRETARIAT
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LOK SABHA DEBATES

LOK SABHA

Monday, August 22, 1988/Sravana 31,
1910 (Saka)

*The Lok Sabha met at Eleven of
the Clock.*

[MR. SPEAKER in the Chair]

[Translation]

SHRI V. TULSIRAM (Nagarkurnool) :
Mr. Speaker, Sir, before the Question
Hour starts, I would like to submit as to
what has happened in Bihar...(Interrup-
tions)

[English]

MR. SPEAKER : Let us do something.
I have got something here.

SHRI C. MADHAV REDDI (Adilabad) :
A statement has to be made.

[Translation]

MR. SPEAKER : We should think
about providing assistance there...He will
tell when he comes back and when the facts
come to us.

[English]

PROF. MADHU DANDAVATE
(Rajapur) : If you kindly take your seat for
a while, I would tell something. It is all
right that you have to offer condolences
from the Chair. But, as all the Members
are demanding a statement from the concer-
ned Minister, after that we would like to

make some constructive proposals. The
House will be unanimous on this.

MR. SPEAKER : I think the Home
Minister is there already. The Prime
Minister is also there.

(Interruptions)

PROF. N. G. RANGA (Guntur) : Sir,
I have a short submission to make. Please
call the Conference of these leaders of the
Opposition as well as the Government and
persuade them to see that when you stand
on your legs, let them all sit down. It is
such a lot of confusion for us. You stand,
they stand and we stand on this side. What
is the House supposed to be doing ? Kindly
persuade them to show this minimum
courtesy.

MR. SPEAKER : You are right.

PROF. MADHU DANDAVATE : We
requested him to take his seat for a while.

MR. SPEAKER : The Home Minister
and the Prime Minister both have gone
there. Let them come. Let us have some
facts. Then, they are going to make a state-
ment. We shall try to see on our part as to
how to do.

(Interruptions)

MR. SPEAKER : They will come. They
will have some facts. Then, they will let
you know either in the evening or tomorrow
morning.

[Translation]

SHRI RAM DHAN (Lalganj) : Many
issues are urgent.

MR. SPEAKER : We will do so after

getting the facts. What can we do in the absence of facts ?

11.01 hrs.

**CONDOLENCES ON LOSS OF LIFE
ON ACCOUNT OF EARTHQUAKE
IN NORTH BIHAR AND OTHER
PARTS OF THE COUNTRY**

[English]

MR. SPEAKER : The House has learnt with deep shock and distress of the tragic and large-scale loss of life and property in the wake of the earthquake that devastated vast areas of North Bihar and some other parts of the country yesterday. The calamity has extended to our neighbouring countries Nepal and Bangladesh also. The House conveys its deep condolences to the members of the bereaved families and prays for the speedy recovery of those who have suffered injuries.

The House may now stand in silence for a short while in memory of the deceased.

*The Members then stood in silence
for a short while.*

MR. SPEAKER : As soon as they come back and we get some facts, we will try to do something.

11.05 hrs.

ORAL ANSWERS TO QUESTIONS

[Translation]

**Shortage of Medicines in Dr. Ram
Manohar Lohia Hospital**

*345. SHRI RAJ KUMAR RAI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the patients in Dr. Ram Manohar Lohia Hospital are compelled to buy even ordinary medicines from the market;

(b) if so, whether it is due to shortage of medicines with Government; and

(c) if so, the reasons therefor and the steps being taken by Government to provide these medicines ?

[English]

THE MINISTER OF STATE IN THE
MINISTRY OF HEALTH AND FAMILY
WELFARE (KUMARI SAROJ
KHAPARDE) : (a) No, Sir.

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

[Translation]

SHRI RAJ KUMAR RAI : * Mr. Speaker, Sir, the question of hospitals involves humanitarian aspect. By virtue of our position as a Member of Parliament, we owe some responsibilities and we cannot escape from them. When a matter of public importance like this comes to our notice, we are bound by our duty to bring it to the notice of the House and the Government and expect that the Government will view it in a proper perspective and state the facts to the House. It is surprising that when Ministers like hon. Shri Vora, the Minister of State like Kumari Saroj Khaparde, and Medical Superintendents like Shri Bihari, etc., who are all responsible persons, are there it is being stated that there is absolutely no shortage of essential medicines in that hospital. We have ourselves seen that even several ordinary medicines are in short supply and on accounts of which I had to raise this matter in the House. Without getting involved in questions and answers, I simply wanted that the hon. Minister should have adopted a more constructive approach and looked into the aspect as to why there was shortage of medicines. If this entire matter was investigated, it would have been better. The way in which reply has been given is not going to solve the problem. If a committee is constituted consisting of either the hon. Members of Parliament or high officials for conducting an enquiry into this matter, it would be welcome. It is my personal experience that ordinary medicines are in short supply in many hospitals. I want to put forward the example of Ram Manohar Lohia Hospital in this regard. Two months

back a medicine named "New Stegmein", which costs Rs. 2 to Rs. 3, and which is used for anesthesiatic purposes, was not available. Similarly, the medicine called 'Regent' which is used for conducting T-3 and T-4 tests has not been available for the past one month and due to which operations had to be cancelled. Thus, there are a number of such essential medicines, though not costly, which are not available in time. Perhaps these medicines might be available in these hospitals at present but it has been often seen that these medicines are not available. Hence, I would like to know from the hon. Minister as to what is the reason for non-availability of these medicines? Will you please get the matter thoroughly investigated by a Parliamentary Committee which may go into the causes of short supply of such medicines. I would also like to know as to what steps are proposed to be taken by the Government to solve the problem?

KUMARI SAROJ KHAPARDE : Mr. Speaker, Sir, the hon. Member has expressed his feelings in the House. I appreciate his sentiments. In my reply, I did not try to evade the question. It has all along been our efforts that all kinds of medicines, whether they are ordinary or costly medicines, should be available in the hospitals. If you have ever experienced shortage of essential medicines, I want to assure the House, through you, that such situation will not be allowed to be arisen in future and you will not get a chance to make such complaints in future.

SHRI RAJ KUMAR RAI : I am very thankful to the hon. Minister for this assurance. Such a reply was expected of him. I also wanted to know whether a Parliamentary Committee will be constituted to enquire into this whole matter so that it could be found out as to which ordinary medicines were in short supply for the last two months. (*Interruptions*) Mr. Speaker, Sir, I am asking a supplementary.. Is there any harm in asking a question in the House? (*Interruptions*)

MR. SPEAKER : She has agreed to what you have submitted and she will pay attention in future.

SHRI RAJ KUMAR RAI : Many many thanks.

[English]

Purchase of Aircraft of Vayudoot

*346. **SHRI SURESH KURUP† :**
SHRI ANIL BASU :

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :²

(a) whether there is any proposal to purchase aircrafts for Vayudoot; if so, the details thereof;

(b) whether Soviet built aircrafts are also being considered; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) Yes, Sir. Vayudoot is presently evaluating aircraft for induction in its fleet to cater to the projected growth in traffic and for replacing some of the ageing aircraft.

(b) and (c). The Soviet aircraft AN-28 and YAK-42 offered on lease/purchase by M/s Aviaexport of the USSR are separately under consideration of Vayudoot.

SHRI SURESH KURUP : There was a public announcement by the Spanish Prime Minister in the presence of our Prime Minister in Madrid that Spain is going to supply aircraft for Vayudoot. But the answer does not come out with anything. This has created a lot of confusion. I would like to know the facts about this.

SHRI SHIVRAJ V. PATIL : In some newspapers and magazines, news items and write-ups had appeared, according to which the Prime Minister of Spain had said that the Prime Minister of India had agreed to purchase the aircraft from Spain. Now I would like to make it very clear that the Prime Minister of Spain had not said in the interview that the Prime Minister of India had agreed to purchase the aircraft from Spain. This is one aspect. The second aspect is that the aircraft for which references were made is not the aircraft which the Vayudoot is trying to purchase or trying to get. On that count also, there should not be any ambiguity. The terms and conditions which were offered by them were not acceptable to Vayudoot.

and it is at present not being considered by Vayudoot.

Now, some references were also made to certain persons whose names should not have been mentioned. All the allegations and the references made to these persons are malicious and are not correct. They are refuted and we hope that such news items are not published. Such publications create difficulties in good relations between our two countries in many areas.

SHRI SURESH KURUP : I would like to know the projected growth in traffic in Kerala and how many places in Kerala are going to be linked by Vayudoot services in the coming two three years.

SHRI SHIVRAJ V. PATIL : Sir, Vayudoot was brought into existence to meet the demands of the people in the North-Eastern region and in the areas which are at the foothill of Himalayas and which are not connected by any other means of transport. We are catering to the demands of the people of North-Eastern region and the Himalayan region. At the same time, we are trying to provide this facility to the people at many other places in the country. Our intention is to see that all the district places are connected to the state capitals. But that all depends upon the availability of aircrafts, availability of funds, availability of other infrastructural facilities. As far as your question is concerned...*(Interruptions)*

PROF. MADHU DANDAVATE : Availability of passengers also.

SHRI SHIVRAJ V. PALIL : This is for the information of the Hon. Member here that passengers are available. We shall have to provide facilities for them. When these things become available, well, the proposal made by the Hon. Member would be considered. But this is not an assurance and we should not be sent a chit saying that this is an assurance and we should comply with it.

SHRI SHARAD DIGHE : Mr. Speaker, Sir, in fact, what I wanted to know was asked by the Hon. Member Shri Suresh Kurup. I would like to know whether these news items which have appeared in different newspapers referring to the name of the Prime Minister and making many allegations as far as this deal of Vayudoot aircraft is concerned...

MR. SPEAKER : This has been refuted. He has already done it.

SHRI Y. S. MAHAJAN : I welcome the statement of the Hon. Minister that all the district places as far as Vayudoot is concerned should be connected with the capital.
(Interruptions)

SHRI PIYUS TIRAKY : I want to ask a supplementary on the North-East.

MR. SPEAKER : It is not a question of purchase. I will not allow any such supplementary.

(Interruptions)

MR. SPEAKER : Then you put a separate question for that. Do not connect it with this.

(Interruptions)

SHRI Y. S. MAHAJAN : When I asked the Hon. Minister to provide Vayudoot services, I was told that they could not do it because of scarcity or paucity of aircraft. How long will he take to provide these facilities?

MR. SPEAKER : He has replied to that Mahajanji that when the funds are available, they will do it.

(Translation)

Until you have funds, what can you do? There is a proverb; "Count your chickens before they are hatched."

(English)

Honorarium Paid to Female Attendants

*348. **SHRI BANWARI LAL PUROHIT :**
PROF. RAMKRISHNA MORE :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the Primary Health Centres and Sub-Centres functioning in the country under the Family Welfare Programme are 100 per cent Centrally-sponsored programme;

(b) if so, whether the part-time female attendants working in such centres are paid

fixed amount of rupees fifty per month right from the inception of this programme;

(c) whether State Government of Maharashtra has urged the Union Government to enhance the honorarium from rupees fifty to rupees eighty per month; and

(d) if so, the reaction of Union Government in this regard and the time by which a final decision is likely to be taken ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) The establishment of Primary Health Centres is under the State Sector Minimum Needs Programme and no Central Assistance is provided for them, whereas establishment of sub-centres is a 100% Centrally Sponsored Scheme under Family Welfare Programme since 1.4.1981. Full assistance except construction of building of Sub-centre and salary of Male multi-purpose worker, as per prescribed pattern of assistance of Government of India is provided to the States for establishment of Sub-centres.

(b) Yes Sir, the female part-time attendants get an honorarium of Rs. 50 p.m.

(c) and (d). Yes Sir, the proposal from Maharashtra Government was received but in view of financial constraints, it has not been possible to accept the proposal for increasing the honorarium of voluntary workers at Sub-centres. Enhancement in the honorarium of Voluntary workers at Sub-centres will have wider repercussion on other voluntary workers in the Health Sector.

[Translation]

SHRI BANWARI LAL PUROHIT : Mr. Speaker, Sir, our country is free. An hon. lady Member is occupying the office of the Minister. How can the attendants meet their both ends with a meagre amount of Rs. 50 a month ? An employee of Government of India is being paid a meagre amount of Rs. 50 a month. What can be more shameful than this for our Government ? The woman attendants are being paid Rs. 50 a month. Despite the proposal from Maharashtra Government to enhance

this amount Government has not done so. This is not a demand which can not be fulfilled. Our demand has been to increase this amount from Rs. 50 to Rs. 80. I want to know as to what are the duty hours of the attendants and what are their various responsibilities ?

KUMARI SAROJ KHAPARDE : Mr. Speaker, Sir, I do agree with the views of the hon. Member. We are making efforts in this regard and it is under consideration. A final decision has not been taken so far and Government is making efforts in this matter...(Interruptions)

SHRI BANWARI LAL PUROHIT : Mr. Speaker, Sir, the hon. Minister has not stated as to what are their responsibilities and duties ? I want your protection. My question was as to what is the nature of their duties and how many hours they have to work ?...(Interruptions)

[English]

I expect a reply from the Minister.

KUMARI SAROJ KHAPARDE : I need a separate question on the point that he asked.

[Translation]

I will definitely reply to it...(Interruptions)

SHRI BANWARI LAL PUROHIT : Mr. Speaker, Sir, I need your protection...(Interruptions)

[English]

PROF. N.G. RANGA : Where is the need for a separate question ? It is a simple question, Sir...(Interruptions).

[Translation]

MR. SPEAKER : You will be informed about their duties.

SHRI BANWARI LAL PUROHIT : Mr. Speaker, Sir, I need your protection...(Interruptions)

[English]

MR. SPEAKER : That can be laid on

the Table of the House. Don't worry, it is not a secret information.

[*Translation*]

SHRI BANWARI LAL PUROHIT : Mr. Speaker, Sir, the hon. Minister is very kind hearted and this question relates to women. A decision has to be taken about female attendants. As a decision has not been taken so far, so it should be taken early...(*Interruptions*)

KUMARI SAROJ KHAPARDE : Mr. Speaker, Sir, in regard to the question asked by the hon. Member, I want to inform him that our Ministry has received similar demands from several States. As I have stated just now, Government is making all out efforts. We will endeavour to increase the amount considerably but a definite decision has not been taken so far in this regard. I cannot say as to how long will it take to do so but I will try to ensure that it is done as early as possible.

KUMARI MAMATA BANERJEE : I want to know as to how far is it justified to pay a meagre amount of Rs. 50 to female attendants? The Minimum Honourarium and Minimum Wages Acts have been passed by this House. When a law is there in this regard, then why are woman attendants paid such a small honorarium? Will you increase this amount at the earliest?

MR. SPEAKER : She has already replied to this point.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAV RAO SCINDIA) : It is a dispute between two damsels.

KUMARI SAROJ KHAPARDE : I agree with the hon. Lady Member. We also have some limitations. It is an account of financial constraints that we are not able to do it. We will make every efforts to ensure that they get proper honorarium.

SHRI BALKAVI BAIRAGI : Hon. Shri Madhav Rao has said that it is a dispute between two damsels. Then how is a Prince sitting between them?

MR. SPEAKER : He has risen above the status of a Prince.

[*English*]

SHRI V. SOBHANADREESWARA RAO : Sir, though the hon. Minister is expressing her sympathy to these part-time female attendants, she is linking this with the need to enhance honorarium of voluntary workers in the health sector. I would like to know from the hon. Minister while this Government is spending several crores of rupees on a few trips of the Prime Minister to foreign countries, why does the Government not increase the honorarium... (*Interruptions*)

[*Translation*]

MR. SPEAKER : Why are you doing like this? Please sit down.

(*Interruptions*)*

[*English*]

MR. SPEAKER : It is an irrelevant question. It is absolutely irrelevant. Nothing will go on record. Next question—Shri Ram Dhan.

[*Translation*]

Import of Edible Oils

*349. **SHRI RAM DHAN :** Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether there has been a constant increase in the quantity of imported edible oil to meet the indigenous demand of the edible oils during the last three years;

(b) whether Government propose to reduce the import of edible oil in current year in view of the increased prices of the edible oil in the international market; and

(c) if so, the details thereof?

[*English*]

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) No, Sir. There has not been a constant increase in the import of Edible Oils during the last three oil years which were as under :—

*Not recorded.

Oil Year (Nov.-Oct.)	Quantity (In lakh MTs)
1984-85	13.68
1985-86	11.79
1986-87	14.97

(b) and (c). The quantity of Edible Oils imported each year is a subject of constant review depending on factors like the availability and prices of indigenous oils in the open market, prices of edible oils in the international market, provision of foreign exchange for import of edible oils and other related factors.

[*Translation*]

SHRI RAM DHAN : Mr. Speaker, Sir, it is quite clear from the reply given by the hon. Minister that 15 lakh tonnes of edible Oils was imported in the year 1984-85 and in spite of that, hon. Minister feels that the import of edible oils is not increasing. In his reply he has stated "No, Sir", but it has been mentioned in the statement that import is increasing. This is the written statement of the hon. Minister.

There is a proposal for importing 20 lakh tonnes of edible oils during 1987-88 with an investment of Rs. 1000 crore. During the year 1977-78, 50000 tonnes of edible oils were made available to the public distribution system whereas, 12 lakh tonnes of edible oils have been made available for this purpose during the year 1987-88. This public distribution system is operating only in cities and edible oil is not distributed through this public distribution system in villages and tribal areas where our Adivasi brethren live. In the name of distribution through the public distribution system edible oil is sold out in the black market. Similarly, during the year 1986-87 and 1987-88, 4 lakh 80 thousand and 6 lakh tonnes of edible oil respectively was given to the oil processing industries on subsidised rates for refining purposes. Fifty per cent of the oil is given to these industries at the rate of Rs. 15 thousand per tonne and 30 per cent of it is given at the rate of Rs. 19 thousand per tonne.

MR. SPEAKER : Ask the question.

SHRI RAM DHAN : Mr. Speaker, Sir, I was asking the question. I was just exposing them. The production of edible oils in 1977-78 was to the tune of 101 lakh tonnes and in the year 1987-88 it was 105 lakh tonnes. But in spite of so much production, the edible oils worth 1000 crore rupees are being imported and instead of reducing the import, it is being increased every year and the industrialists are being benefited thereby. What measures the Government purpose to take to reduce the import of edible oils ?

SHRI D. L. BAITHA : Mr. Speaker, Sir, perhaps the hon. Member has not listened to my reply properly. I have stated that 13.68 lakh tonnes of edible oil was imported in 1984-85 and 11.79 lakh tonnes in 1985-86 which shows a decline and again in 1986-87 14.97 lakh tonnes of edible oil was imported. (*Interruptions*)

This is not true that we go on increasing the import. The quantity of edible oil to be imported is determined on the basis of the production and availability of oilseeds in our country and the requirement of the people. It is not a fact that we are determined to import the oil irrespective of our requirements. In this connection, I can give you details if you want. In 1984-85 three lakh ninety thousand tonnes of Soyabean oil was imported and from November, 1985 to October, 1986, two lakh two thousand metric tonnes was imported. Similarly, in November, 1986-87, three lakh tonnes of edible oil was imported. You might have noticed that the imported of Soyabean oil is declining. This is the position in regard to the Soyabean Oil. Similarly, during the said period, the import of Palm Oil was 29 thousand tonnes and again from November, 1985 to October, 1986 it was two lakh and 32 thousand tonnes. In 1986-87 the import of Palm Oil was one lakh 55 thousand tonnes and upto 17th August in 1987-88, it was 94 thousand and 500 tonnes. From these figures it is evident that the Government have not increased the import but it has tried to reduce it.

SHRI RAM DHAN : Mr. Speaker, Sir, the Government is going to import edible oils worth 1000 crore rupees and the hon. Minister claims that import is not increasing. There is a great difference between the

words and deeds of this Government. I would like to ask the hon. Minister whether the Government can take such measures as to import the oilseeds instead of the edible oils and to get the crushing of oil done indigenously so that the people may get employment also ?

SHRI D.L. BAITHA : Mr. Speaker, Sir, the Government have considered this aspect also but this does not appear to be feasible. The different types of edible oils are used in different parts of our country. At several places, mustard oil is used and at other places, the groundnut oil is used and at some other places, some other type of oil is consumed. Firstly, because of the different types of edible oils being used in our country, it will be very difficult to import the oilseeds for all these oils. Secondly, for importing the edible oils, we use ships and if we continue to import oil seeds by this means of transport, more ships will be required for this purpose which will cost more. Thirdly, necessary arrangements will have to be made for the quarantine test of seeds to find out whether the seeds are pest-infested or not. In view of all these things, we are not importing the oilseeds.

[*English*]

SHRI ANANDA GAJAPATHI RAJU : Sir, I wanted to ask the same question which he was asking, namely, the import of oilseeds. The hon. Minister said that oil seeds import would be costly and bulky. But what is the cost for bringing oilseeds into India and making it into oil and exporting the oil cake to different African countries like how we are exporting the raw cashew ? Why cannot we do in the same way and what is the difficulty in doing the same ?

[*Translation*]

SHRI D.L. BAITHA : Mr. Speaker, Sir, as I have earlier stated, this aspect was got investigated by an Expert committee. I have also mentioned about the difficulties in doing this.

MR. SPEAKER : Its reply would be the same.

[*English*]

SHRI E. AYYAPU REDDY : Are there any specific schemes which have been identi-

fied and which are being implemented for augmenting the growth of edible oilseeds in India and whether certain areas have been specified, located and identified which are qualitatively very good and excellent for the purpose of growing edible oilseeds like groundnut ? If they are given sufficient irrigation, they will be able to give double production. Are there any schemes which have been identified for the purpose of giving incentives to the farmers who undertake the growth of these edible oilseeds ?

[*Translation*]

SHRI D.L. BAITHA : Mr. Speaker, Sir, efforts are being made in this regard by the Ministry of Agriculture and a special campaign has been started for it under the supervision of Hon. Prime Minister so that the production of oilseeds may be increased to the optimum to meet the requirements of the country.

SHRIMATI PREMALABAI CHAVAN : Mr. Speaker, Sir, whether the hon. Minister is aware of the fact that earlier also one such scheme was formulated here, under which the sunflower seed was imported from Russia and made available to the people of the country. It is altogether a different thing that the quality of that seed was not good, and it is being investigated. I hope that in future, if the oilseeds are made available to the States of Maharashtra and Gujarat, the progress will be made more speedily and a lesser quantity shall have to be imported from abroad and perhaps even that won't be required.

SHRI D.L. BAITHA : Mr. Speaker, Sir, the hon. lady Member may please give a separate notice for this question because it relates to the Ministry of Agriculture.

[*English*]

Vacant Posts at C.L.W.

*352. **SHRI PURNA CHANDRA MALIK :** Will the Minister of RAILWAYS be pleased to state :

(a) the number of posts lying vacant in the Chittaranjan Locomotive Works and in which categories;

(b) since when these posts are vacant; and

(c) the reasons for filling them and the time by which these are to be filled up ?

[*Translation*]

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) to (c). A statement is given below.

Statement

Vacant Posts at C.L.W.

(a) Number of vacancies in Chittaranjan Locomotive Works is under :

Group 'A'	—	1
Group 'B'	—	5
Group 'C'	—	1014
Group 'D'	—	275

(b) These vacancies have been existing for varying periods.

(c) The vacancies are both in recruitment grades as well as promotion grades. The processes of recruitment and promotion are continuously in progress. It is thus not possible to specify any time limit for this purpose.

[*English*]

SHRI PURNA CHANDRA MALIK : May I know from the hon. Minister whether it is a fact that the existence of CLW is in danger due to Government's policy of importing locos from abroad ? If so, how many locos were imported last year, what is the cost of each imported loco and what is the cost of the same at CLW ?

MR. SPEAKER : The question is about vacant posts not import of locos.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Though the question pertains to the vacancies at Chittaranjan Locomotive Works and not to the import of locos, I would like to inform the hon. Members that orders for 18 6000 HP locos have been placed. A few of them have already been received and the rest will be received over the next year or so.

The production at CLW will certainly not suffer, nor will the expansion plan of CLW suffer as a result of these imports. In fact, the production capacity of CLW has already been raised from 60 to 80 and is in the process of being raised to 100 within a short while.

SHRI PURNA CHANDRA MALIK : I would like to know whether the Government have any proposal for modernization and expansion of CLW. If so, what steps have been taken by the Government to remove the gap between the demand and availability of locos ?

MR. SPEAKER : The question is about vacancies and not locomotives ?

PROF. MADHU DANDAVATE : Have you rejected his original question, Sir ?... (*Interruptions*)

MR. SPEAKER : That is what I am asking him. He is asking about import of locos; the question is regarding number of posts lying vacant.

PROF. MADHU DANDAVATE : If the availability is more, the number of posts will increase.

MR. SPEAKER : Naturally, but that does not mean that he should sidetrack the main issue.

Mr. Acharia.

SHRI BASUDEB ACHARIA : Sir, due to ban on recruitment a large number of posts are lying vacant. However, with the present strength of workes in the CLW, they are able to increase the production from 60 to 90 locos and now 100 locos is the target for this year. There was an agitation by the employees' union there for filling up of the vacancies and there was an agreement that one thousand posts will be created and filled up soon in order to augment the production of locos. May I know from the Minister what steps the Government have taken to implement the Agreement, sanction the posts and to fill up the vacancies ? I would like to know up to when this will be done.

SHRI MADHAVRAO SCINDIA : Sir, the additional 1045 odd posts have been sanctioned to take care of the increase

in the production of locomotives to a total of hundred locomotives per annum. These 1014 posts that have been elaborated upon in the reply, form a part of these. And the process is underway of filling these 1045 posts. Sir, there is no ban on filling of vacancies due to retirement, death, resignation, etc.

**Maintenance facilities in India
Airlines and Air India**

*353. SHRI MULLAPPALLY RAMA-
CHANDRAN† :
SHRI BALASAHEB VIKHE
PATIL :

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

(a) whether Indian Airlines and Air India have adequate facilities for proper maintenance of their aircrafts; and

(b) if not, the problems faced by these airlines with regard to aircraft maintenance ?

THE MINISTER OF STATE OF THE
MINISTRY OF CIVIL AVIATION AND
TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) Yes, Sir.

(b) Does not arise.

SHRI MULLAPPALLY RAMA-
CHANDRAN : Apparently most of the mishaps and technical snags in the Indian Airlines and Air India are caused due to over-utilisation of the aircraft. Frequently used 737 boeing has the maximum flying hours, 2800 to 2900 flying hours, a year. All our aircraft are exceeding the limits. Even the Chairman of the Indian Airlines, Mr. Rahul Bajaj has admitted that there is an excessive over-utilisation of our fleets which is to be rectified.

That being so, may I know from the hon. Minister what positive steps have been taken by the Ministry to prevent over-utilisation of the aircraft and also I would like to know what steps have been taken by the Ministry to have daily maintenance for the fleets ?

SHRI SHIVRAJ V. PATIL : Sir, it is a fact that we have only a few aircraft with us and we are using them to the maximum extent possible. But it is not a fact that

accidents have occurred because of the technical defects. For the information of the hon. Members of this House, I would like to say that Technical Despatch Reliability of Indian Airlines is 98.51 per cent. That means if 100 flights take place, 98.51 flights have gone without any defects, without any difficulty because of the technical defects. The defects have been to the extent of only 1.48 per cent. So, this goes to show that the maintenance done in the Indian Airlines is up to the expectation, more than up to the mark which is accepted internationally.

Now, we are trying to acquire aircrafts, trying to purchase the aircrafts. We have already contracted to get some aircraft and other aircraft we are trying to purchase. We are trying to get aircraft on lease also and if we induct these aircraft it would be possible for us to provide some cushion and to see that the strain which is there on the machine and men working there is reduced.

SHRI MULLAPPALLY RAMA-
CHANDRAN : But what is the cause of the accident ? We should admit that Indian Airlines is having recurring accidents in the recent past. I would like to know from the Hon Minister what was the outcome of the enquiries instituted to look into the latest three accidents involving Boeing 737 ?

SHRI SHIVRAJ V. PATIL : Sir, they did not occur because of the maintenance difficulties.

SHRI DINESH GOSWAMI : Sir, the Hon. Minister has said that we compare very favourably with the rest of the world so far as the maintenance is concerned. But our experience is otherwise. I think everyone will agree that on a number of occasions we have to live the plane or could not take the journey because the plane was grounded because of the technical difficulty. In fact, I was to come from Calcutta yesterday, we boarded the plane and then we were told that the plane was grounded. Therefore, I would like to know what is the demand at the present moment and what is the gap between the demand and the number of planes we require. I would like to know what is the perspective plan of the Indian Airlines to meet this demand because the projected growth rate of passengers is more than 10 per cent at the present moment.

SHRI SHIVRAJ V. PATIL : Sir, we have a plan and the plan can be explained to the hon. members, but it will take some time. At present we are trying to acquire 12 aircraft and again we will acquire more aircraft and the total number will come upto 30. With these, we would be able to meet some of our demands. For the interim period, we are trying to take the aircraft on lease to meet our requirements. Of course, the demand of the passengers is going up. We shall have to find funds and also resources to meet this demand. It is expected of these Airlines to earn the money by themselves and they have to stand on their own. We are not helping them with budgetary support. We are asking them to earn and provide for more aircraft.

PROF. MADHU DANDAVATE : Is the Minister aware of the fact that on a number of occasions it is announced that due to mechanical defects, the aircraft will be delayed for some time? It is also a fact that when some of the aircraft are held up due to mechanical defects, the entire circuit is disturbed because we have got a close circuit? I would like to know from the hon. Minister whether he has seen a very interesting cartoon by Lakshman in which it is said :

"The Indian Airlines regrets to announce a slight delay in the departure of Flight No. 186 due to mechanical defects. All the passengers are required to go back to the lounge. They will be served breakfast at 8.30 AM, lunch at one o'clock and dinner at 8 PM."

It is not the saddest commentary on the working of the aircraft because of these mechanical defects?

MR. SPEAKER : But how efficiently, they announce the lunch and dinner;

SHRI SHIVRAJ V. PATIL : I have been telling that we have a limited number of aircrafts and if a slight difficulty occurs any where at any place at initial stages of the flight then the consequential delays also occur lateron. That is our difficulty. I do not say that the passengers or the people who are travelling by our airlines are not put to any inconvenience. We are sorry that at times they are put to inconvenience. And we will be only happy to provide them

with the facilities which they really need. Those facilities should be provided. We are also explaining our difficulties to them. Well, this House would 'certainly not like me to go by cartoons. Prof. Dandavate can go by cartoons.

PROF. MADHU DANDAVATE : That is a cartoon on you !

SHRI HANNAN MOLLAH : Sir, the safety of the aircraft depends on proper maintenance. The maintenance engineers have to check up every aircraft and give an 'Okay certificate' before every flight. But it is widely alleged that these maintenance engineers are not properly checking the aircraft. It seems they are signing the certificates without filling up the necessary forms and leaving bunches of those signed forms in the offices. I can supply some photocopies of such signed certificates without filling up the forms. I want to know whether it is a fact and if so whether it will not lead to safety problems. Will the hon. Minister inquire into these things and place the information before this House?

SHRI SHIVRAJ V. PATIL : We have a procedure and that procedure is strictly followed. Anything of the nature that the hon. member has explained on the floor of the House has not come to our notice. If it is brought to our notice, it can certainly be looked into.

SHRI HANNAN MOLLAH : Now, it has been brought.

Waiting Facility for Relatives at Srinagar Airport

*358. **PROF. SAIF-UD-DIN SOZ :** Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the relatives and friends who accompany the passengers are not allowed to enter the airport building at Srinagar;

(b) whether there is no protection available to these people against rain or sun outside the airport building; and

(c) if so, the measures Government propose to take to provide suitable facility to such people?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) There is a ban on the entry of visitors in the terminal building at Srinagar airport due to security reasons.

(b) Yes, Sir.

(c) A temporary shed is being constructed. The permanent arrangement will be to expand the terminal building complex at Srinagar airport which would include construction of a separate visitors gallery.

PROF. SAIFUDDIN SOZ : The answer to my question regarding non-availability of protection against rain and sun at Srinagar is in the affirmative. The hon. Minister agrees that there is no arrangement but he has not given any other reason except due to security reasons the relatives and friends will not be allowed inside. That is a good thing. But the arrangement will have to be made outside the airport for relatives and friends who flock to the airport on special occasions. Why have not such arrangements made there for those people who accompany the passengers to the airport ?

MR. SPEAKER : He has already said that it is being made. He has already replied to that. It is a temporary arrangement and permanent arrangement will come about.

SHRI INDRAJIT GUPTA : It is not only in Srinagar. (*Interruptions*)

SHRI SHIVRAJ V. PATIL : I have replied to the question in the affirmative. We do realise that this kind of arrangement should be made. We are making temporary arrangements first and permanent arrangements will also be made later on. But there are certain things which have to be done like acquisition of land. Plans have to be prepared and when the plans are given to us, we can start working on them. But temporary arrangements very soon we will be making.

PROF. SAIFUDDIN SOZ : My second supplementary is this. The hon. Minister says that a temporary shed is being constructed. I want to inform the hon. Minister that no temporary shed is being constructed at Srinagar and this information communi-

cated to you is wrong. Now you say that permanent arrangements will be made by expanding the terminal building at Srinagar Airport which would include construction of a separate visitors gallery. This separate visitors gallery must be outside that building. It is because, if you expand that, there will be rush of passengers which will continue for a long time. The visitors on the occasions of pilgrimages or whenever the people go abroad their friends and relatives come in large numbers. There are no toilets and the visitors are also put to great trouble because when they come, their hoteliers and the people who have to receive them come in large numbers and sometimes the number is so large that the visitors are not able to locate people who have to receive them. So, outside the airport, there should be a proper building which you call visitors gallery and there should be toilets. This arrangement should be made everywhere. This requires priority.

SHRI SHIVRAJ V. PATIL : In response to the demand from the people and in response to the demand from the hon. Member also, we have ordered that a temporary shed should be constructed over there without any loss of time.

As far as permanent structure is concerned, we shall have to take all these things into account and a proper planning has to be done.

PROF. SAIFUDDIN SOZ : Thank you very much.

SHRI S. JAIPAL REDDY : The question relates to Srinagar Airport but I request the Minister to recognise the fact that it is true of all the Airports including the Delhi Airport.

[*Translation*]

MR. SPEAKER : Give the reply for all Airports.

[*English*]

SHRI S. JAIPAL REDDY : For all Airports.

MR. SPEAKER : That is what I am saying.

SHRI S. JAIPAL REDDY : This problem has arisen in view of the new security measures we have been compelled to adopt in the last few years. Therefore may I know what is the comprehensive plan you have in mind because this problem is being faced by visitors day in and day out at all the Airports ?

SHRI SHIVRAJ V. PATIL : Sir, I agree with the statement made by the hon. Member. This problem is faced by the passengers and those who go to see them off. We are trying to make temporary arrangements at certain places and later on the permanent arrangements will be made.

Construction and Electrification of Railway Lines during 1987-88

*359. **DR. A. K. PATEL :** Will the Minister of RAILWAYS be pleased to state :

(a) the length of new railway lines laid by the Railways during 1987-88, zone-wise; and

(b) the details about kms. of railway lines and the sections electrified during 1987-88 in different zones ?

[*Translation*]

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) and (b). A statement is given below.

Statement

Construction and electrification of Railway lines during 1987-88

(a) 188 km of new lines on the following Railway Zones have been laid during 1987-88 :

Railway	Length (km)
Northern	6
Northeast Frontier	30
South Central	45
Western	107
Total	188

(b) 684 km of railway lines comprising the following sections have been energised during 1987-88 :

Railway	Section	Length (km)
Central	Fabina—Bareilly	160
Southern	Royapuram—Korukkupet	2
South	Dornakal—Ramagundam	188
Central	Krishna Canal—Guntur	26
South	Champa—Korba	38
Eastern	Tupkadih—Talgaria	33
Western	Ghat Ka Varana—Vikram Garh Alot	234
Total		684

[*English*]

DR. A.K. PATEL : The hon. Minister has replied that there will be an additional 188 Kms. in the entire country during 1987-88. Looking to the length of the Railways, I think it would not be so easy to lead the nation towards the 21st century. For such a big country like India, the development of railways should be speedy enough, to cope with the demands of the people. My specific question, about my State viz. Gujarat is that there is a long-standing demand of the people in Gujarat for the conservation of the railway line between Ahmedabad and New Delhi into broad gauge. Will the Minister give priority for the planning of the conversion of this railway line into broad gauge ?

[*Translation*]

SHRI MAHABIR PRASAD : Mr. Speaker, Sir, hon. learned Member has expressed grave concern that only 188 kms. of new railway lines have been laid in a vast country like India and no further particular attention has been paid to Gujarat, the home State of the hon. Member. I have said it earlier and again want to say it clearly that new lines are laid in accordance with the annual funds allotted to us for this purpose. Sir, through you, I want to convey to the hon. Member that out of the total

188 kms of new railway lines laid, 107 kms of railway lines have been laid in Gujarat itself. If he supports us and recommends to the Planning Commission, we will have no objection to the laying of another new line.

[English]

DR. A.K. PATEL : The density of traffic on this line is increasing day by day. There is a demand for a separate zone to be provided for Gujarat, in Ahmedabad. At present, the western zone is a very big zone; and so, it is very difficult to administer it. Will the Minister think of giving a separate zone to Gujarat, in Ahmedabad ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : I think we will require a separate notice for this.

SHRI V. SOBHANADREESWARA RAO : The Vijayawada-Guntur-Tenali electrification work was sanctioned nearly two years back; and of this, the hon. Minister has said that the Krishna Canal-Guntur section has already been energised. I would like to know from the hon. Minister whether the Guntur-Tenali line also is going to be electrified this year, so that electric multiple units could be operated on this triangular line which is in a very highly and densely populated area. This is the highest traffic potential there. I would like to know this from the Minister.

SHRI MADHAVRAO SCINDIA : Is the last part of the question about Guntur-Tenali section ?

SHRI V. SOBHANADREESWARA RAO : Yes.

SHRI MADHAVRAO SCINDIA : The work is on, on the electrification of the Guntur-Tenali section; and it has progressed, commensurate with the resources available.

ITDC Hotels in Foreign Countries

*360. SHRI Y.S. MAHAJAN : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the India Tourism Development Corporation proposes to enter into

collaboration agreements for setting up hotels in New Zealand, West Germany, Mauritius and the United States of America;

(b) if so, the salient features of the proposed collaboration;

(c) the role of the India Tourism Development Corporation and its position in the management and running of such hotels in foreign countries; and

(d) how the foreign exchange requirements in this regard are proposed to be met ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) to (d). A Statement is given below.

Statement

ITDC Hotel's in Foreign Countries

ITDC has signed a collaboration agreement in July 1988 for setting up a hotel in Newzealand. In addition, ITDC has also signed a memorandum of Understanding for setting up a hotel at Frankfurt subject to its commercial viability on finalisation of the detailed feasibility report.

The salient features of the hotel proposed to be set up in Newzealand and the role of ITDC in its management/running are given below :

- (i) The proposed hotel will have 160 rooms with facilities of 4-star standard and will be set up at Wellington (Newzealand). The cost is estimated at 30 million Newzealand Dollors (*i.e.* Rs. 24 crores approx).
- (ii) ITDC's equity contribution will be around 29% which will be in the shape of cash, kind and services. ITDC will assist in preparation of feasibility report and in securing of loan from financial institutions. During the period of construction, ITDC will provide technical services in planning, designing, construction furnishing and equipping the hotel on payment of fee besides providing managerial and marketing services for operating the hotel after its completion on fee basis.

ITDC's equity contribution of Rs. 48 lakhs would be in the shape of goods and services from India and limited contribution in foreign exchange would be made if so required.

[*Translation*]

MR. SPEAKER : Today, the questions are coming like aeroplanes one after the other. Like the aeroplanes, the Minister has no respite.

[*English*]

SHRI Y.S. MAHAJAN : For the hotel to be started in New Zealand, ITDC will have to spend about Rs. 8 crores; and a part of it will have to be paid in the form of foreign exchange. I would like to know whether this investment would be funded out of the resources of ITDC; whether ITDC has made a profit last year; what is that profit and what is the proportion of that profit which has been received in the form of foreign exchange.

SHRI SHIVRAJ V. PATIL : The ITDC is making profit and we would be using this amount of money for constructing hotels. But when we are constructing hotels in other countries, we are sending goods and services also.

SHRI Y.S. MAHAJAN : But the reply says, "Part of the money will be paid in the form of foreign exchange." Will you have your own foreign exchange ?

SHRI SHIVRAJ V. PATIL : For your information I may say that through Tourism foreign exchange to the tune of Rs. 1,800 crores is earned.

SHRI Y.S. MAHAJAN : The ITDC caters to the need of the affluent section of our people. How many hotels have they got in Class II and Class III ?

MR. DEPUTY SPEAKER : The Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

[*English*]

Modification of Nagapattinam Railway Station on Southern Railway

*347. SHRI K. RAMAMURTHY :

Will the Minister of RAILWAYS be pleased to state whether any steps are being taken to make modifications in the Nagapattinam Railway Station on Southern Railway to reflect its appropriate cultural importance and to maintain it in the manner in which the railway station buildings have been maintained at Chidambaram, Srivangam, Madurai and Rameswaram ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : At present there is no proposal to modify the station at Nagapattinam to reflect the cultural importance of the place.

[*Translation*]

Allotment of MIG Houses to SC/SI

*350. SHRI R.P. SUMAN : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether the number of Scheduled Caste/Scheduled Tribe applicants for allotment of M.I.G. flats constructed by the D.D.A. has been less and the percentage of reservation during the last three years has not been fulfilled due to the same;

(b) whether Government propose to open registration again for the persons belonging to these communities;

(c) if so, the details thereof and if not, the reasons therefor; and

(d) the total number of middle income group (MIG) houses proposed to be constructed by the D.D.A. during the next three years ?

THE MINISTER OF URBAN DEVELOPMENT (SHRIMATI MOHSINA KIDWAI) : (a) Yes, Sir.

(b) and (c). Not in the near future.

(d) About 10,000.

[*English*]

Contaminated Bottle of Dextrose

*351. SHRI S.S. BHOYE :
SHRI SITARAM J. GAVALI :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government's attention has been drawn to the report appearing in the Times of India dated 27 June, 1988 where-in it is stated that a bottle of Dextrose manufactured by a Ghaziabad-based firm was found contaminated with fungus;

(b) if so, the details thereof;

(c) whether any inquiry in the matter has since been conducted by Government; and

(d) if so, the outcome thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Yes, Sir.

(b) The bottle under reference was of Dextrose and Sodium Chloride Injection I.P. BEARING Batch No. 6B-039B, with a date of manufacture of 7/86 and date of expiry of 6/88 which was manufactured by M/s Albert David Ltd., B-12, 13, Meerut Road, Industrial Area, Ghaziabad, U.P. and not Dextrose injection as reported in the Press.

(c) Yes, Sir.

(d) After investigation Deputy Drugs Controller (India), North Zone Ghaziabad has reported that control samples retained by the firm did not show any fungus or particulate matter. 1260 bottles of Batch No. 6B-039B were distributed by the firm and no complaint of fungus or particulate matter has been received. The impugned bottle appears to be the only bottle showing fungal growth perhaps due to hair line crack developed in the bottle during transit.

Implementation of Urban Land Ceiling Act

*354 PROF. CHANDRA BHANU DEVI :
SHRI S.M. GURADDI :

Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether State Governments have reported some difficulties in the implementa-

tion of Urban Land (Ceiling and Regulation) Act, 1976;

(b) whether suggestions have been received from the State Governments to overcome the identified problems faced in the implementation of the said Act;

(c) if so, the details thereof; and

(d) the steps being taken to remove the loopholes in the Act to make it more effective ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) to (d). The State Governments have reported some difficulties faced by them in the implementation of the Urban Land (Ceiling and Regulation) Act, 1976 and have also made some suggestions to overcome the identified problems faced in the implementation of the Act. The suggestions have mainly related to amendment of definitions of certain terms used in the Act such as "family", "vacant land", "appurtenant land" etc. with a view to removing the ambiguities, procedural refinements, increasing the amount payable for the excess vacant land acquired by and vesting in the State Government under the Act, delegation of certain powers to the State Governments, application of the Act to agricultural lands etc.

2. The National Commission on Urbanisation have lately made certain recommendations for the amendment of the Act. Adverting to these recommendations and the various suggestions received from different quarters for making the implementation of the Act expeditious and more effective, the State Governments have been recently requested to undertake a comprehensive qualitative review of the implementation of the Act so far, pin point the problems and difficulties faced by them in the course of its implementation and forward their specific suggestions, including proposals for amendment of the Act. It is hoped that on the basis of the suggestions received from the State Governments, a broad consensus on the solutions to the identified problems and difficulties in the implementation of the Act, including the amendments to be made therein, would emerge to enable the Government of India to take further action in the light of such consensus.

Cholepa Vaccine

***355. SHRI PRAKASH V. PATIL :**
Will the Minister of HEALTH AND FAMILY WELFARE be pleased to stated :

(a) whether a thorough enquiry was instituted into the cholera vaccine used during the recent outbreak of cholera in Delhi; and found to be ineffective; if so, the results of the enquiry;

(b) who were the suppliers of this vaccine and the procedure adopted for buying them;

(c) whether the vaccines thus purchased conformed to the standards laid down; and

(d) whether bulk drugs when purchased are put to independent laboratory tests to find out their ingredients and efficacy and if so, whether this was observed in this case ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (d). The cholera vaccine available and used in Delhi during the current outbreak is safe and potent. The role of cholera inoculation as an adjunct to other important control measures has also been recommended by an Expert Group of the Directorate General of Health Services in January, 1988 itself. Therefore, the institution of an enquiry into the cholera vaccine used does not arise.

Central Research Institute, Kasauli, a Central Government establishment was the major supplier of cholera vaccine to Delhi. King Institute of Preventive Medicine, Guindy, Madras and Institute of Preventive Medicine, Hyderabad, both State Government organisations also supplied cholera vaccine. Supply of the vaccines was made to the concerned indenting authorities on payment basis at the approved rates of the manufacturing institutes.

The manufacturing institutes in this case which are Government organisations, themselves ensured that vaccine produced conformed to all standards and quality control as per Drugs and Cosmetics Act, 1940 and rules framed thereunder.

Ban on Sale of Cigarettes

***356. SHRI LAKSHMAN MALLICK :**
Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there is any proposal under consideration of Government to bar persons below the age of 18 years from buying cigarettes, to prevent the sale of loose cigarettes and to ban smoking completely at railway stations, bus stoppages, Hospitals, colleges as well as cinema houses;

(b) whether Union Government propose to elicit the views of State Governments also in this regard; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (c). The Government is considering introduction of a comprehensive programme against tobacco use in the country with a view to preventing and reducing the burden of illness and mortality due to tobacco use. The emphasis of the anti-tobacco measures is to reduce smoking by dissuading young people from beginning to smoke and by encouraging all smokers to stop smoking. The anti-tobacco measures will include :

(1) the existing statutory warning on cigarette packets/advertisements/hoardings that "Cigarette smoking is injurious to Health" is proposed to be expanded to include other telling slogans.

(2) the statutory warning is proposed to be extended to other tobacco products such as chewing tobacco, tobacco based pan masala/gutka, tobacco-based tooth powders/pastes and the warning is proposed to be printed in English and Hindi or the regional language at the point of sale.

(3) it is proposed to prohibit advertisements of cigarettes, bidis, tobacco-based pan masala and all other tobacco products.

(4) existing rules/regulations concerning non-smoking in public places

of entertainment and transport will be rigidly enforced and extended to other areas such as Government offices, educational institutions, official conferences/meetings railway stations and airports.

The existing legislation namely, "The Cigarettes (Regulation of Production, Supply and Distribution) Act, 1975" provides for incorporation of a specified warning in cigarette packets and in cigarette advertisements. Since regulation of other tobacco products such as bidis, cigars etc. falls within the purview of State Governments, the first meeting of the Central Council of Health and Family Welfare held in February, 1988 recommended that the State Governments should get a Resolution passed in the State Legislature on adoption of a package of anti-tobacco measures to enable the Parliament to enact a legislation on the subject. The State Governments have been requested in this regard.

Bonded Labour

*357. SHRI H.B. PATIL :
SHRIMATI KISHORI SINHA :

Will the Minister of LABOUR be pleased to state :

(a) whether any survey has been conducted regarding bonded labourers in the country at present;

(b) if so, the details thereof, State-wise, and achievements made for their release and rehabilitation;

(c) whether the 20-Point Programme laid emphasis on full implementation of the laws pertaining to abolition of bonded labour and involvement of voluntary agencies in the programme for the rehabilitation of bonded labour; and

(d) if so, to what extent the target set in this regard have been achieved so far ?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : (a) and (b). While no national level survey regarding bonded labour in the country has been conducted recently, State Governments have

been identifying bonded labour from time to time as a continuing exercise.

(c) and (d). Yes, Sir. The 20-Point Programme also seeks the involvement of voluntary agencies for the rehabilitation of bonded labour. Accordingly a new scheme for involvement of voluntary agencies for the identification and rehabilitation of bonded labour was launched on 30th October 1987 by the Government. No targets for the rehabilitation of bonded labour by the voluntary agencies as well as identification of bonded labour by the State agencies are fixed. However, annual targets for the rehabilitation of the identified and freed bonded labour are fixed for implementation by the State Governments.

Tetanus Toxoid Vaccination

*361. SHRI C. MADHAV REDDI :
Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Tetanus Toxoid (T.T.) and Pertussis vaccinations are a part of Universal Immunization Programme and if so, the targets set therefor upto 1990 and the costs and benefits involved;

(b) whether any clinical studies have been made to evaluate the effectiveness of these vaccinations and if so, the details thereof;

(c) whether any major or significant improvements have been made by R and D units since the vaccines were first introduced in the country and if so, the details thereof; and

(d) whether the vaccines manufactured in the country compare well with the best vaccines available anywhere else in the world and if so, the basis of such evaluation. ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (d). Yes Sir. Details of targets, costs and benefits involved and the statistics of research efforts are given in the Statement below.

Statement

The cost of TT and DPT vaccines and number of doses to be administered during 1988-89 and 1989-90 is given below :

	Year	Doses (in lakhs)	Estimated Cost (Rs. in lakhs)
DPT	1988-89	180.45	108.00
	1989-90	192.79	115.67
TT	1988-89	254.02	50.80
	1989-90	252.91	50.58

Little has changed with respect to TT in recent years. It is an excellent antigen with low toxicity and high effectiveness. Hence, major Research and Development efforts are not directed towards the improvement of Tetanus Toxoid. The Pertussis vaccine is very effective if administered properly. The current Pertussis vaccine has caused concern over the toxicity reported in developed countries. In the interest of decreasing the side-effects inherent in the whole cell vaccine new a cellular Pertussis vaccine has been developed and is under trial in developed countries like Japan and U.K. Vaccines made in the country are of international quality. Central Research Institute, Kasauli (H.P.) is the National Quality Control Authority. Quality control of the vaccine is done according to the standard laid down by the Indian Pharmacopoeia—1985 whose standard have been derived from WHO requirement to suit our conditions.

[Translation]

**Rehabilitation of People Living
in Jhuggi/Jhonparies**

*362 SHRI [BALWANT SINGH
RAMOOWALIA :
SHRI TEJA SINGH DARDI :

Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether lakhs of people in Delhi are living in Slums/Jhuggi Jhonparies for several years and leading a miserable life;

(b) whether Delhi Administration had been engaged in rehabilitation of these people by constructing resettlement colonies;

(c) whether the resettlement scheme has been done away with for some time past and the people have been left to live in insanitary and unhygienic conditions;

(d) if so, the reasons for doing away with the resettlement scheme; and

(e) the future plan of Government in this regard and the capital outlay involved in the resettlement of these people ?

THE MINISTER OF URBAN DEVELOPMENT (SHRIMATI MOHSINA KIDWAI) : (a). At present approximately 14 lakhs of people are living in about 652 jhuggi clusters which are spread all over the city and lack in civic services and amenities.

(b) Yes, Sir.

(c) to (e). It was experienced that the resources which could be made available were inadequate to tackle the problem of slums through their clearance and relocation and that such removal and resettlement causes hardship to the slum dwellers, apart from involving undesirable destruction of housing stock, even if sub-standard. The emphasis, therefore, shifted from clearance and relocation to environmental improvement of urban slums in situ. Under the National level scheme of Environmental Improvement of Urban Slums, basic amenities are provided in urban slums at a per capita cost of Rs. 300. In Delhi, the Scheme of Jhuggi Jhonpri Removal was discontinued with the termination of the 6th Plan and under the scheme of environmental improvement of jhuggi bastis, basic amenities like drinking water supply, drainage of waste water, peripheral street lighting, and

pay and use community latrines and bath rooms are provided.

Vayudoot Service for Chandrapur

*363. SHRI VILAS MUTTEMWAR : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government purpose to link Chandrapur (Maharashtra) with Vayudoot service;

(b) if so, by what time; and

(c) the reasons for delay in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) to (c). Subject to availability of aircraft capacity, development of infrastructure and economic viability of operations, Vayudoot has plans to airtlink Chandrapur in the State of Maharashtra.

[English]

Specialists belonging to SC/ST Working in Dr. R.M.L. Hospital

*364. SHRI GANGA RAM : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the total number of specialists working in different departments in Dr. R.M.L. Hospital;

(b) the number of those belonging to Scheduled Castes/Scheduled Tribe among them;

(c) the number of specialists posted in Dr. R.M.L. Hospital in the month of December, 1987 and the number of those belonging to Scheduled Caste/Scheduled Tribe among them;

(d) the number of specialists including those belonging to Scheduled Caste/Scheduled Tribe, separately, transferred from Dr. R.M.L. Hospital since December, 1987 so far;

(e) whether specialists belonging to Scheduled Caste/Scheduled Tribe, particularly Orthopaedic Surgeons, have not been and are not being given independent charge of respective units/surgery; and

(f) if so, the reasons thereof and the remedial measures taken or proposed in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Thirty Three.

(b) One.

(c) No specialist was posted in Dr. R.M.L. Hospital during the month of December, 1987.

(d) Two. One each belonging to Scheduled Caste and Scheduled Tribe.

(e) and (f). Independent charge of units in various departments including Orthopaedic Surgery is given to an officer on the basis of competence, maturity and ability.

Child Mortality due to Insanitation and Unsafe Drinking Water

3520. SHRIMATI BIBHA GHOSH GOSWAMI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether about 1.5 million children, below the age of five year die every year in the country due to poor sanitation and unsafe drinking water;

(b) whether there are any schemes for improving the sanitary conditions and provision of safe drinking water;

(c) if so, the details thereof; and

(d) the steps taken so far in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) This Ministry has not received any report from the State/Union Territory Governments that about 1.5 million children below the age of five years die every year in the country due to poor sanitation and unsafe drinking water. However, diarrhoeal diseases are a major cause of sickness and death among young children.

(b) to (d). To reduce mortality due to acute diarrhoeal diseases, Government of India has launched ORT Programme in the

7th Five Year Plan which is being expanded to cover the entire country and necessary drugs including ORS are being made available to the Primary Health Care Delivery Services in the country.

In order to improve public health in urban areas, water supply and sanitation schemes are being implemented by the State/U.T. Governments. The Ministry of Urban Development is supplementing the efforts of the State Governments by way of development of trained man-power, technical assistance management information system, application of micro-computors, research and development activities and international cooperation and assistance.

The Government of India have set up a National Drinking Water Mission for providing safe drinking water to the problem villages by the end of 7th Five Year Plan. Appreciating the need for improving the sanitation facilities in rural areas, a Centrally Sponsored Rural Sanitation Programme for construction of rural sanitary latrines was launched in 1986. The Programme aims to supplement the efforts of the States/Union Territories by construction of latrines for individual households.

Stalls at New Delhi Railway Station

3521. SHRI MOTILAL SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether ITDC scheme of decongestion of stalls at New Delhi railway station has been implemented; and

(b) if so, the total number of stalls removed under this scheme ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). Yes, Sir. No stall has been removed from the platform but some stalls have been reduced in size, and some stalls resited.

Procurement of Wheat

3522. SHRI SHANTI DHARIWAL :
SHRI BALASAHEB VIKHE
PATIL :

Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether the Food Corporation of India could not procure wheat in an adequate quantity from mandis due to low procurement price of wheat this year;

(b) whether farmers are selling their wheat in mandis at higher prices instead of selling it to Food Corporation of India;

(c) if so, whether it has been brought to the notice of Government that traders in mandis are being harassed in many ways by Food Corporation of India has other officers; and

(d) if so, concrete steps taken by Government in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) Wheat is procured for Central Pool under voluntary price support operations and no quantitative limits for procurement are prescribed.

(b) Farmers are free to sell their produce to procuring agencies or private traders in the mandis.

(c) No such reports have been received.

(d) Does not arise.

Import and Distribution of Rapeseed Oil

3523. SHRI SOMNATH CHATTERJEE : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) the quantity of rapeseed oil imported during the year 1988; and

(b) the allotment and actual distribution of the imported oil during the same period, State-wise ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) About 1,95,688 MTs of Crude Rapeseed Oil has been imported from January to July 1988. In addition to this, 20,000 MTs of Refined Rapeseed Oil has also been imported during the same period under various Aid Programmes on a Government to Government basis.

(b) A statement showing the allocation/lifting of rapeseed oil by the States/UTs during this period is given below.

Statement

State-wise Allocation of Rapeseed Oil made to and Lifting Effected by the States/UTs under Public Distribution System during 1988 (upto July)

S.No.	States/UTs	Allocation (in MTs)	Lifting (in MTs)
1.	Arunachal Pradesh	395	62
2.	Assam	1950	1417
3.	Bihar	1100	20
4.	Delhi	3650	2811
5.	Himachal Pradesh	2450	1871
6.	Jammu & Kashmir	5760	4135
7.	Manipur	2820	3620
8.	Meghalaya	1900	2080
9.	Mizoram	1770	2225
10.	Nagaland	2830	3063
11.	Sikkim	525	326
12.	Tripura	570	919
13.	West Bengal	54700	75524
14.	Uttar Pradesh	1595	1617
15.	Rajasthan	2000	59
16.	Orissa	3100	—
Total		87115	99749

News item "Rashtriya Upbhokta Sehkari Sangh Mein Ghotalon Ki Bharmar"

3525. SHRI C. JANGA REDDY : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether attention of Government has been drawn to a news item captioned "Rashtriya Upbhokta Sehkari Sangh Mein Ghotalon Ki Bharmar" appearing in the Hindi Navbharat Times' dated 16 March, 1988 highlighting the irregularities in the National Consumer Cooperative Federation, as brought out by audit report (1984-85);

(b) if so, the action taken by Government against the concerned officers; and

(c) the steps taken to plug the loopholes pointed out by the auditors ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D. L. BAITHA) : (a) Yes, Sir.

(b) and (c). Keeping in view a number of irregularities committed by the earlier management, the Board of Directors of NCCF was superseded by Government and Secretary was appointed as Administrator on 16.10.1987 with a view to toning up its administration. A new M.D. was appointed in early December, 1987. Full time Chief Vigilance Officer has also been appointed in March, 1988.

NCCF on their part are investigating the irregularities brought out in the Audit Report for the year 1984-85 relating to the purchases made by its Patna branch.

The CBI are investigating the irregularities relating to the supply of non-controlled textiles by NTC to the West Bengal State Cooperative Society through the Calcutta Branch of NCCF and one Assistant Manager of the branch has been placed under suspension.

A series of measures have been initiated by NCCF to improve its functioning like dispensing with the system of accommodation to the private parties, streamlining Management Information System, reduction in Establishment administrative expenses, etc.

A committee of experts was appointed to suggest measures for improving the working of NCCF, who have just submitted their report.

Railway Stations in West Bengal

3526. SHRI SATYAGOPAL MISRA : Will the Minister of RAILWAYS be pleased to state :

(a) the names of railway stations proposed to be developed in West Bengal during 1988-89; and

(b) the details of the works to be undertaken on these stations ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). A statement showing names of the stations in West Bengal where major improvements are proposed to be undertaken during 1988-89 is given below.

Statement

Railway Stations in West Bengal

Sl. No.	Name of the Station	Nature of improvement done
1	2	3
1.	Sealdah	Proposed improvement of traffic circulation in the Sealdah Station area, installation of pressure filter, provision of chiller plant.
2.	Beldenga	Remodelling of station building.
3.	Howrah	Provision of central type water cooler plant, widening of fairway, augmentation of filtered water supply, provision of water coolers.
4.	New Farakka	Provision of retiring room,
5.	Malda Town	Retiring Room, extension of IInd class Waiting Hall.
6.	Madhabpur & Piali	Electrification of stations.
7.	Daskalgram & Ambalgram	Electrification of stations.
8.	Nagarnabi	Electrification of station.
9.	Bardhaman	Modernisation of refreshment room, Kitchens/snack bars.
10.	Belur	Remodelling of station building.
11.	Durgapur	Provision of Waiting Hall, mosaic benches, A/C retiring room and one dormitory, improvement to circulating area with improved lighting, modernisation of refreshment room, kitchen, snack bar.
12.	Raniganj	Extension of platform to accommodate 22 bogies,
13.	Plassey	Raising of platform.

1	2	3
14.	Jaiganj	Raising of platform.
15.	Khana Junction	Extension of foot over bridge.
16.	Dhatrigram	Provision of foot over bridge.
17.	Talit	Provision of foot over bridge.
18.	Basarsahu	Raising of platform.
19.	Gangatikuri	Raising of platform.
20.	Prantik	Raising of platform.
21.	Andal	Extension of Up and Dn. platforms to hold 22 bogies.
22.	Rupnarayanpur	Extension of Up and Dn. platforms to hold 22 bogies.
23.	Patuli	Raising of platform.
24.	Dattapakur	Provision of foot over bridge.
25.	Murshidabad	Raising of platform.
26.	Baruipur	Extension of foot over bridge.
27.	Taki Road	Raising of platform.
28.	Hasnabad	Raising of platform.
29.	Krishnapur	Raising of platform.
30.	Dhupguri	Provision of reservation and ticket collector's office, separate booking office, parcel office, extension of existing II class Waiting Hall, Public Address System.
31.	New Alipurduar	Provision of refreshment room and extension of II class Waiting Hall.
32.	New Cooch Behar	Provision of retiring room.
33.	Falakata	Provision of parcel godown, reservation and ticket collector's Office, separate ticket booking office, extension of II class Waiting Hall and Public Address System.
34.	New Gitaldaha	Provision of Waiting Hall for II class passengers.
35.	Pilanshat	Electrification of Railway station.
36.	Pundibari	Electrification of Railway station.
37.	Kharagpur	New Station Annexe building, platform cover, train information board.
38.	Kulgachia	Construction of approach road, platform cover.
39.	Madhukunda	Extension of II class Waiting Hall.
40.	Ramkanali	Extension of II class Waiting Hall.
41.	Adra	Washable apron on platform No. 2 and platform cover.

1	2	3
42.	Purulia	New Booking Office and extension of goods shed facilities.
43.	Patrasao	Electrification of Railway station.
44.	Beliator	Electrification of Railway station.
45.	Kumrul	Electrification of Railway station.
46.	Indus	Electrification of Railway station.
47.	Khirai	Upgradation of halt station to flag station.

Withholding of Salary of Doctors of R.M.L. Hospital

3527. SHRI BANWARI LAL BAIRWA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether payment of salary of some doctors/specialists working in R.M.L. Hospital was withheld and later released;

(b) if so, the reasons therefor; and

(c) when the salary was released and the grounds on which it was released ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMURI SAROJ KHAPARDE) : (a) to (c). Yes, Sir. The salary of three doctors of Dr. Ram Manohar Lohia Hospital was withheld out of which the salary of two doctors was withheld for the months of September and October, 1987 and March to May, 1988 respectively due to non-submission of requisite documents. The salary was later released on 13-11-1987 and 19-6-1988 respectively after they submitted the documents. In case of the third doctor, the salary was withheld for the month of August, 1987 as on transfer from Dr. Ram Manohar Lohia Hospital to C.G.H.S., she did not report for duty at the place of transfer. Salary was released subsequently on 31-8-1987.

Harmful Effects of Chewing Tobacco Products

3528. DR. B.L. SHAILESH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether according to California researchers, snuff and chewing tobacco products, whose popularity is growing among youngmen, expose their users to higher levels of dangerous nicotine than cigarettes;

(a) whether these products are also covered by the statutory warning "Cigarette Smoking is Injurious to Health" and if not, whether Government propose to bring them within the purview of this statutory warning; and

(c) what other steps Government propose to take to check the use of these dangerous products in the interest of overall health and welfare of the society ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Yes, Tobacco when chewed can cause cancer of the mouth and upper digestive tract and a number of other non-cancerous oral conditions and when taken as snuff can cause nose Cancer.

(a) and (c). The Government is considering introduction of a comprehensive plan of action against all tobacco products. The proposed statutory measures to control the use of tobacco products include :

1. Extending the statutory warning to other tobacco products also viz. tobacco used for chewing, pipe tobacco, cigars, bidis, tobacco-based pan-masala/gutka, tobacco-based tooth powder/paste etc.
2. Use of under telling slogans in addition to the existing statutory warning 'Smoking is injurious to

Health' on all varieties of tobacco products.

3. Use of universally known danger signal like 'Crossed Bone and Skull' on every Cigarette packet/ carton and advertisement to every tobacco products.
4. Prohibition of advertisements of cigarettes, bidis, tobacco-based pan masala and all other tobacco products.

Overloading of IA Flights

3529. SHRI ASHOK SHANKARRAO CHAVAN :
SHRI KAMLA PRASAD SINGH :

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

(a) the details of the Indian Airlines flights which were overloaded during the last six months and the reasons thereof;

(b) whether IA flight IC-164 from Dabolim to Bombay was overloaded on 3 May, 1988; and

(c) if so, the details of the steps taken to check overloading and to extend better facilities to the passengers ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) During the last six months, only one light IC-489 of Indian Airlines of 18th June 1988 was overloaded due to error of the Corporation's staff.

(b) No, Sir. In fact on IC-164 of 23.5.1988 and that of 3.5.1988 one lady passenger travelling on staff pass was provided as seat in place of a 4 years old child after accommodating it in the lap of the parents. Since the child being small and the seat belt being adequate for fastening in the lap of the parent, no safety rule was violated.

(c) Whenever any case of carriage of extra passengers on I.A. flights comes to the notice of the Aeronautical authorities, the same is investigated and appropriate action is taken on the basis of the findings to avoid recurrence of such incidents. Action is also

taken by the I.A. against the staff for the lapse in discharge of duties under the rules.

Encroachment of Railway Land

3530. SHRI GURUDAS KAMAT :
Will the Minister of RAILWAYS be pleased to state :

(a) whether any assessment has been made to know the extent of railway land under encroachment at present; and

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

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Assessment are made from time to time in different places in the country.

(b) (i) Vigorous action under Public Premises (Eviction of Unauthorised Occupants) Act to remove the encroachers.

(ii) Provision of fencing/boundary wall as may be necessary for lands adjoining built up areas;

(iii) Tree plantation on vacant lands.

(iv) Timely action to thwart attempts at fresh encroachments.

Super Bazar Branches

3531. SHRIMATI JAYANTI PATNAIK : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether Government propose to open more branches of Super Bazar in New Delhi during the current year; and

(b) if so, the number of the new branches opened so far and their location ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) Yes, Madam. The Super Bazar proposes to set up more branches during the next one year.

(b) During the current cooperative year beginning from 1st July, 1988, no new branches have been opened so far.

Unlicensed Hawkers in Trains

3532. SHRI VIJAY N. PATIL : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that the presence of unlicensed hawkers and beggars in long distance trains like Karanataka Express, Tamilnadu Express and other important trains, is a nuisance to the travelling public; and

(b) if so, the steps proposed to be taken to stop the entry of such persons in long distance trains ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) To arrest this menace, the Zonal Railways conduct drives in this regard. 7443 and 6177 drives were conducted and 7181 unauthorised hawkers and 1404 beggars respectively were apprehended and prosecuted on Central, Southern, South Central and Northern Railways during the period 1.10.87 to 31.3.88.

**Delay/Cancellation of IA/
Vayudoot Flights**

3533. FROF. NARAIN CHAND PARASHAR : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the number of flights of the Indian Airlines/Vayudoot which were in ordinately delayed or cancelled due to (i) weather conditions (ii) technical reasons including shortage of aircrafts or their diversions during the year 1987-88 and the current financial year, till date; and

(b) the steps taken to avoid the recurrence of such heavy delays/cancellations so as to avoid inconvenience to the passengers ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) The requisite details of flights of Indian Airlines and Vayudoot which were delayed or cancelled are as follows :

Reasons	I.A. (During 1987-88 and till July 1988)	Vayudoot (During 1987-88 and till 20th August 1988)
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— Total flights :	1,50,025	13,000
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— Delay/cancellations due weather :	754	174
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— Delay/cancellations due technical reasons including shortage of aircraft or diversions :	330	319
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(b) Delays/concellations due to adverse weather are beyond the control of Indian Airlines/Vayudoot. Both I.A/Vayudoot are in the process of augmenting their aircraft fleet after which it would be possible to avoid or minimise delays/cancellations on account of technical reasons.

National Commission on Rural Labour

3534. SHRI PARASRAM BHARDWAJ : Will the Minister of LABOUR be pleased to state :

(a) whether the National Commission on Rural Labour has sought the views of voluntary organisations in States and experts for the overall development of rural labour; and

(b) if so, the details thereof and the response of the voluntary organisations thereto ?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : (a) and (b). Yes, Sir. The Questionnaire circulated by the Commission seeks the views on the various aspects of rural labour, such as, conditions of work, organisation of rural labour, wages, employment generation, social security, migration of labour, land reforms, bonded labour and problems of women and children. In addition to the above cited general Questionnaire, views of the voluntary organisations have also been sought through another Questionnaire on the problems and suggestions regarding minimum wages paid

to rural labour. The replies to the Questionnaires have started reaching the Office of the Commission.

Retail Price of Wheat and Rice

3535. SHRI AJIT KUMAR SAHA : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) the retail price of rice and wheat separately, region-wise and year-wise, from 1984 to 1988; and

(b) the price at which rice and wheat were supplied through the Public Distribution System, year-wise and region-wise, during the above period ?

THE DEPUY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D. L. BAITHA) : (a) and (b). Foodgrains are issued at a uniform Central issue price to the State Governments for distribution through the public distribution system. The Central issue prices of wheat and rice (common), as on 1st January, from 1984 to 1988, were as under :

(Rupees per quintal)

As on 1st January	Wheat	Rice (Common)
1984	172.00	188.00
1985	172.00	208.00
1986	172.00	217.00
1987	190.00	239.00
1988	195.00	239.00

The retail price of wheat and rice are fixed by the State Governments/Union Territory Administrations themselves, who generally take into account the Central issue price, their own distribution costs and subsidy, if any, in fixing the prices.

SC/ST Employees in Air India

3536. SHRI PIYUS TIRAKY : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the total number of employees in Air India and the percentage of Scheduled Castes and Scheduled Tribes among them, category-wise;

(b) the number of Air India's employees posted abroad and the percentage of Scheduled Castes and Scheduled Tribes among them, category-wise;

(c) the action proposed to be taken for augmentation of staff strength in the Scheduled Caste/Scheduled Tribe cell of Air India; and

(d) the details of the various welfare programmes for Scheduled Castes and Scheduled Tribes staff of Air India ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) Total number of employees of Air India on 1.7.1988 was 16,195. The representation of SC/ST among the employees, Category-wise is as under :

	Scheduled Castes	Scheduled Tribes
Category A	10.26%	2.96%
Category B	17.15%	5.48%
Category C	18.56%	7.65%
Category D	36.29%	5.68%

(including Handyman Safai)

(b) Number of India based staff posted abroad on 1.7.1988 was 247. The representation of SC/ST among the above 247 employees is as under :

	Scheduled Caste	Scheduled Tribe
Category A	6.59%	1.65%
Category B	Nil	Nil

(c) Augmentation of staff strength of the SC/ST cell of Air India is constantly under review.

(d) Air India provides facilities to SC/ST employees for obtaining—

- (i) Low rate interest financial assistance for purchase of houses;
- (ii) preferential allotment of residential accommodation;
- (iii) pre-employment training to those who have requisite potential;

- (iv) Self-development special training programme exclusively for the benefit of the non-executive SC/ST staff.

Helicopter Service from Bhubaneswar to Raipur

3537. SHRI CHINTAMANI JENA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether there is great demand from the State Government of Orissa for introduction of Helicopter service from Bhubaneswar to Raipur via Jharsuguda;

(b) if so, the reaction of Union Government thereto and by when this service is proposed to be started; and

(c) the number of places and the names of the routes on which Helicopter service has been introduced in the country so far?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) No, Sir.

(b) Does not arise.

(c) Pawan Hans is operating service between Jammu-Katra-Sanjichhat. Besides, it has leased helicopters to the State Governments/Union Territory Administrations who are operating services on the routes listed in the statement below.

Statement

Existing Flights—A and N Island (Helicopter Leased to Union Adm.)

Sactor	Eraquency/Week
1	2
Port Blair-Mayabunder-Diglipur	
Diglipur-Mayabunder-Port Blair	
Port Blair-Havelock-Rangat	1
Rangat-Havelock-Port Blair	1
Port Blair-Hutbay-Port Blair	5
Hut Bay-Carnicobar-Hut Bay	3
Car Nicobar-Chowra-Car Nicobar	1/month
Port Blair-Rangat-Port Blair	3

1	2
Port Blair-Car Nicobar-Kamrota	
Campbell Bay-Kamrota-Car Nicobar-Port Blair	1
Rangat-Diglipur-Rangat	1

Existing Flight-Lakshadweep (Helicopter Leased to Union Administration)

Sector	Frequency/Flights-per work
Kavaratti-Cochin-Kavaratti	1
Kavaratti-Amini-Kadmat-Amini-Kavaratti	2
Kavaratti-Amini-Kavaratti	1
Kavaratti-Androth-Kavaratti	2
Kavaratti-Kalpent-Kavaratti	2
Kavaratti-Bangaram-Kavaratti	1
Cochin-Androth-Cochin	1
Kavaratti-Kilton-Chetlat-Bitra-Chetlat-Kavaratti	1 Week
Kavaratti-Minicoy-Kalpani-Cochin-Kalpeni-Minicoy-Kavaratti	1 Week

Existing Flight-Nagaland (Helicopter Leased to State Government)

Sector	Frequency/Week
Kohima-Mokokchung-Kohima	4
Mokokchung-Tuensang-Mokokchung	2
Mokokchung-Mon-Mokokchung	2
Kohima-Phek-Zunhybuto-Phek-Kohima	2
Kohima-Wokha-Kohima	on required basis.

Jammu-Katra-Sanjichhat

Jammu-Sanjichhat-Katra-Jammu	14
Katra-Sanjichhat-Katra	42

Jammu and Kashmir (Helicopter Leased to State Government)

The State Government of Jammu and Kashmir is utilising the helicopter for Tourist charters.

*Existing Flights-Meghalaya (Helicopter
Leased to State Government)*

Sector	Frequency/Week
Gawahati-Shillong	13
Shillong-Gawahati	13
Gawahati-Tura	3
Tura-Gawahati	3

*Existing Flights-Sikkim (Helicopter
Leased to State Government)*

Sector	Frequency/Week
Ganctok-Bagdogra	7
Bagdogra-Ganctok	7

**Note :* The frequency of flights is increased at the discretion of the State Government whenever the road is blocked due to natural or other reasons.

**Replacement of Outdated Equipments
AT Airports**

3538. SHRI AMARSINGH RATHAWA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether various equipments used at different airports in the country are outdated and are out of use;

(b) whether Government have conducted any survey to locate such airports, if so, the details thereof;

(c) whether Government propose to replace them with the latest equipments under the modernisation of airports scheme; and

(d) if so, the details thereof and by when the scheme is likely to be implemented ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) The equipment used at the airports conform to the International Civil Aviation Organisation (ICAO) specifications and are in regular operation.

(b) to (d). The replacement of old by modern equipment is a continuing process which is implemented in a phased manner, depending upon the availability of resources. The proposals presently under consideration/execution relate to :

(i) Modernisation of the Air Traffic Control System at airports;

(ii) Installation of Instrument Landing systems;

(iii) Improvements in the Night Landing Facilities;

(iv) Improvements in, and augmentation of, Navigational and Communication Aids; and

(v) Augmentation of Fire Fighting Equipment.

ITDC Hotels in Tamilnadu

3539. SHRI C.K. KUPPUSWAMY : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the number of India Tourism Development Corporation Hotels in Tamilnadu;

(b) whether there is any proposal to construct some more hotels in Tamilnadu; and

(c) the total collection of revenue of India Tourism Development Corporation hotels by way of foreign Exchange ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) ITDC is operating two hotels in Tamil Nadu namely Temple Bay Ashok Beach Resort at Mamallapuram and Hotel Madurai Ashok at Madurai.

(b) No, Sir.

(c) The foreign exchange earnings of ITDC Hotels during 1987-88 are Rs. 732.47 lakhs (provisionally) including Rs. 9.73 lakhs from the hotels in Tamil Nadu.

**Construction of O.P.D. Blocks in
Safdarjung Hospital**

3540. SHRI KAMLA PRASAD

SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the progress made in the construction of a compact new O.P.D. Block and Nursing Home in Safdarjung Hospital, New Delhi; and

(b) The reasons for the delay in construction thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). Necessary administrative approval/Expenditure sanction has been issued on 11-8-1988 for the construction of O.P.D. Phase-III, Central Wing of Safdarjung Hospital. The question of construction of nursing home in Safdarjung Hospital does not arise at present as no such proposal has been sanctioned.

Loss Suffered due to Accident of Bangalore-Trivandrum Express

3541. **SHRI K. MOHANDAS :** Will the Minister of RAILWAYS be pleased to state the estimated loss suffered by the Railways on train accident which took place on 8 July, 1988 including the expenditure incurred on rescue operations, compensation and loss of property ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : The cost of damage to Railway property due to accident to 26 Down Bangalore-Trivandrum Express together with the expenditure incurred on rescue and relief operations, has been estimated at approximately Rs. 2.20 crores.

This, however, does not include accident compensation as this is a matter to be settled by the Ad hoc Claims Commissioner, appointed for the purpose.

Loss due to floods

3542. **CH. RAM PRAKASH :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Railways have suffered huge losses due to cancellation of trains and damage to property caused by floods during this year; and

(b) if so, the details thereof and the steps taken to meet the situation ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b). The information is being collected and will be laid on the table of the Sabha.

Traffic on Shatabdi Express

3543. **SHRIMATI GEETA MUKHERJEE :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government's attention has been drawn to a newsitem captioned "Shatabdi plagued with problems" appearing in "The Times of India" dated : 20 July, 1988;

(b) if so, the details of the problem being faced and Government's action to resolve them; and

(c) the capacity of the train and the average number of passengers travelling by it ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) There are no problems. The train has been originally planned to run on its present route. The Taj Express has started running from New Delhi from 15-8-1988.

(c) The capacity is nearly 460. The average number of passengers booked on the train from 1st to 15 August was 356 in Up direction and 350 in the Dn direction.

Report of Committee to Improve Working of Pgimer, Chandigarh

3544. **SHRI KRISHNA SINGH :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether I-man inquiry committee constituted to make an indepth probe into the working of the Gastroenterology Department of the Post-Graduate Institute of Medical Education and Research, Chandigarh has since submitted its report; and

(b) if so, the details of the findings and if not, the reasons for the delay in the submission of the report ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) The Committee consisting of four members has not yet submitted its report.

(b) The Committee had to undertake lengthy hearing of witnesses who appeared before it and had several meetings to assess the evidence placed before it. The evidence is lengthy and many legal issues are involved which have to be carefully assessed before the Committee's Report can be finalised. It is however expected that the report will be submitted to the Government soon.

In the Office of Regional Labour Commissioner, Ahmedabad

3545. SHRI SHANTILAL PATEL : Will the Minister of LABOUR be pleased to state :

(a) the number of applications under the Industrial Disputes Act, 1947 received in the Office of the Regional Labour Commissioner, Ahmedabad during the period July, 1987, to June, 1988;

(b) the number of such applications received in this office during the period January, 1986 to June, 1987; and

(c) the number of applications received with reference to the Labour Court and the Industrial Tribunal under the Industrial Disputes Act, 1947, separately, during the above periods ?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : (a) to (c). Information is being collected and will be laid on the Table of the House.

Ground Announcements in Regional Languages

3546. SHRI MATILAL HANSDA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the ground announcements are made by Indian Airlines/Air India in regional languages besides English and Hindi at all the airports in the country;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the steps proposed to be taken for ground announcements in regional languages so that the people who do not know English or Hindi could also understand the information conveyed ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) to (d). Whereas at Delhi, Bombay, Calcutta and Madras, the ground announcements are made by the International Airports, Authority of India, at all the other domestic airports where Air India and Indian Airlines operate, ground announcements are made by the respective Airlines in English, Hindi and the Local language of the State in which the airport is situated subject to availability of staff proficient in that local language. On very rare occasions, however, it is not possible to make such announcements in the local language besides Hindi and English due to non-availability of staff fluent in speaking that particular local language.

[Translation]

Allotment of MIG Flats in Janakpuri, New Delhi

3547. SHRI RAJ KARAN SINGH : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether the draw for allotment of 128 MIG flats (four storeyed) in B.D. Block, Janakpuri, New Delhi was held by the D.D.A. in February, 1988;

(b) if so, the reasons for which these flats have not been actually handed over to the allottees as yet even though all the formalities have been completed; and

(c) the time by which these allottees will be handed over the possession of the flats ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) No, Sir. The draw of 128 MIG flats in BD Block, Janakpuri was held on 30.10.1987.

(b) The reasons are as under :

(i) Water supply Scheme has not been approved by M.C.D.

- (ii) Delhi Electric Supply Undertaking has not constructed their Sub-station and completed their work.

(c) By December, 1988 provided DESU provides electricity and MCD provides water.

[English]

Stoppage of Trains at Urali-Kanchan Railway Stations

3548. SHRI V.N. GADGIL : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received representations from residents and around Urali-Kanchan, district Pune that the cancellation of the Manmad-Bombay Passenger train has caused considerable inconvenience to working class commuters; and

(b) if so, whether Government propose to provide a stoppage of 31 Dn and 32 Up, Hyderabad-Bombay, 129 Dn and 130 Up Udyan Express and 11 Dn and 12 Up Madras Express at Urali-Kanchan Railway Station ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) Stoppage of 31/32 Hyderabad-Bombay Express has been provided at Urali station since May, 1988. However, stoppages of 129/130 Udyan Express and 11/12 Madras-Dadar Express have not been found presently feasible.

Sale of Medicines without Prescription

3549. SHRI MURLIDHAR MANE : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether many drugs are being sold in the markets without prescription;

(b) whether this practice is going on due to non-control over drug advertisements in the press; and

(c) if so, the steps Government propose to take to curb this practice ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY

WELFARE (KUMARI SAROJ KHAPARDE) : (a) The drugs listed in Schedule H and Schedule X to the Drugs and Cosmetic Rules 1945 are required to be sold by a retail chemist only under the personal supervision of a "Qualified Person" and against the prescription of a Registered Medical Practitioner. All other drugs can be sold without prescription of a Registered Medical Practitioner.

(b) and (c). Advertisements of drugs are controlled under the provisions of the Drugs and Magic Remedies (Objectionable Advertisements) Act. Under this Act, one can advertise any drug for the treatment of 55 diseases listed in the Schedule to the Act.

Allotment of Land to Members of U.P. Samaj Cooperative House Building Society

3550. SHRI VISHNU MODI :
SHRI RAMASHRAY PRASAD SINGH :
SHRI V. TULSI RAM :

Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) the total strength of members in U.P. Samaj Cooperative House Building Society Ltd., Delhi.

(b) the number of members of the said Society who have been allotted plots and those who have not been allotted plots as yet;

(c) whether the Society enrolled any new members during the last ten years; if so, the details thereof;

(d) whether any membership of the said Society has been cancelled by the Registrar of Cooperative Societies, New Delhi; and

(e) if so, the reasons thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) and (b). The total number of members of the Society is 453 out of whom 408 have been allotted plots.

(c) The Society has enrolled 41 new members. The enrolment of 21 members is against vacancies in frozen list. The remain-

ing 20 were on the waiting list. Out of the 20 members of the waiting list 1 member had resigned and the membership of 11 members had been ceased by the society due to default in payment.

(d) and (e). The Registrar Cooperative Societies had cancelled two memberships because one member was having property in the name of her husband and the other was found minor at the time of enrolment.

Construction of School Building in Paschimपुरi, New Delhi

3551. SHRI DHARAM PAL SINGH MALIK : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether a school building has been constructed by the DDA in 4-B area, Paschim Puri, New Delhi; and

(b) if so, the time by which the building is likely to be handed over to the concerned authority ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) Yes Sir.

(b) The building has not been handed over to the concerned authority because DESU has not given electric connection. The matter has been taken up with DESU and necessary security deposit has also been made. It is expected that electric connection will be provided by DESU within three months time.

Allotment of Land to Ministry of Works, Housing and Supply Co-operative House Building Society

3552. SHRI KAMAL NATH : Will the Minister of URBAN DEVELOPMENT be pleased to refer to the reply given on 7 December, 1987 to Unstarred Question No. 4494 regarding allotment of land to the Ministry of Works, Housing and Supply Co-operative House Building Society and state :

(a) whether Government are aware of the fact that the Delhi Development Authority has not so far handed over the entire area of 6.72 acres of land allotted to the Society for the Community Centre in 1986; and

(b) the reasons for such an abnormal delay in the matter, especially when the formal lease for this land has been executed by the Society and the annual ground rent also paid ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) and (b). The actual area of the plot for Community Centre/Hall is 0.722 acres. The possession of the entire area was handed over by the DDA to the Society on 11-8-88.

Amenities in Government Quarters

3553. SHRI R.S. KHIRHAR : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether basic amenities have not been provided uniformly in Government quarters of Type IV category in Pandara Road, Laxmibai Nagar and Sarojini Nagar, New Delhi;

(b) whether sinks have been provided in the kitchen of all quarters of Pandara Road;

(c) whether Government contemplate providing sinks in the kitchen of all quarters at Laxmibai Nagar and Sarojini Nagar also; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) No. These quarters were constructed during different periods, in accordance with the norms prevalent at the relevant time.

(b) No.

(c) and (d) The question of identification of additions alterations of a non-structural character which may be carried out in each type of Government accommodation is under consideration.

Relaxation in Indo-Pak Travel Norms

3554. SHRI RADHAKANTA DIGAL : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government have received any suggestions to relax the Indo-Pak travel

norms to give boost tourism between the two countries; and

(b) if so, Government's reaction thereto ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) and (b). At the Annual Convention of Indian Association of Tour Operators recently held in Lahore suggestions were made that norms for travel between India and Pakistan presently governed by Indo-Pak Tourism Protocol may be relaxed. It would, however, be some time before a formal decision on these recommendations can be taken.

Purchase of Westland Helicopter

3555. SHRI H.M. PATEL : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) when the Westland helicopters were purchased by Government;

(b) the number of helicopters purchased and at what rate;

(c) the total number of hours for which they have flown during this period;

(d) whether it is a fact that these helicopters have not functioned at all satisfactorily and there have been a number of accidents;

(e) on how many occasions these helicopters functioned efficiently; and

(f) Government's plan for further utilisation of these helicopters ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) and (b). M/s Pawan Hans Ltd. signed an agreement on 15.3.1986 with M/s. Westland Helicopters of U.K. for the purchase of 21 Westland helicopters, related spares and ground support equipment at a package cost of £ 65 million.

(c) The Westland fleet of helicopters has flown approximately 12000 hours till date.

(d) No, Sir. So far there has been only one accident involving Westland helicopter.

(e) Since September, 1986, there have been 55 cases of engine malfunctioning which have resulted in 38 engine removals.

(f) Pawan Hans Ltd. plans to continue using these helicopters to meet the transport requirements of Oil Sector, to connect inaccessible areas and to operate tourist characters etc.

World Bank Study Report on Drinking Water Supply

3556. SHRI S.B. SINDAL :
SHRI S.M. GURADDI :

Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether about one-third of the world population have still no access to safe drinking water;

(b) whether India is one amongst the countries where a large number of people do not have safe drinking water facility;

(c) whether this fact has been revealed in the study made by the World Bank;

(d) whether certain measures have been suggested in the study report in this regard, if so, the details thereof; and

(e) whether Government have examined these suggestions and if so, the steps being taken to implement those measures ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) to (e). This Ministry is not aware of such a study by the World Bank, as it has not been received so far. However, on the basis of the information obtained from the State Governments and the Union Territories, more than 79% of the urban population and 73% of the rural population have been provided with safe drinking water supply facilities. Since water supply is a State subject, necessary measures are being taken by the State Governments and the Union Territories to extend the facility to the remaining population subject to the availability of resources.

**Delay in obtaining Aeroplanes
for Indian Airlines**

3557. DR. G.S. RAJHANS :
SHRIMATI MADHUREE
SINGH :
SHRI H.B. PATIL :
SHRI MOHANBHAI PATEL :
SHRI GURUDAS KAMAT :

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

(a) whether the Indian Airlines was
unable to obtain enough planes on lease to
meet its interim requirements due to delay
in Government approval as reported in the
'Hindustan Times' dated 10 June, 1988;

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

(c) the corrective steps Government
propose to take in the matter ?

THE MINISTER OF STATE OF THE
MINISTRY OF CIVIL AVIATION AND
TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) to (c). The News item has come to the
notice of Government. Indian Airlines; with
the approval of Government, entered into a
purchase agreement, in March, 1986, with
M/s. Airbus Industries for purchase of 19
Airbus A-320 aircraft. The 19 aircraft, on
order, will be delivered to Indian Airlines
between April, 1989 and March, 1990.
Indian Airlines also sought Government
permission for leasing of aircraft. Since
leasing of aircraft involved huge out-go of
foreign exchange, a Committee was set up
to go into the modalities of leasing. After
the receipt of the Report of the Committee
and its examination, Govt. approval was
accorded to Indian Airlines on the 15th of
January, 1988, for leasing 5 aircraft. There
has been no avoidable delay in according
Government approval.

Import of Dauphin Helicopters

3558. SHRI SYED SHAHABUDDIN :
Will the Minister of CIVIL AVIATION
AND TOURISM be pleased to state :

(a) whether Dauphin helicopters were
imported during 1987-88 for VIP use;

(b) if so, the number and the unit cost
thereof;

(c) whether these helicopters were found
unfit for VIP use and it was decided that
these should form part of the commercial
fleet of Pawan Hans Ltd.;

(d) the existing number of helicopters
with Pawan Hans available for commercial
use; and

(e) whether the existing fleet is being
fully exploited commercially ?

THE MINISTER OF STATE OF THE
MINISTRY OF CIVIL AVIATION AND
TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) Yes, Sir.

(b) The pro-rata cost of the 6 Dauphin
SA 365 N helicopters, related spares and
equipment was FF 121.64 million (than
equivalent to Rs. 18.24 crores).

(c) No, Sir.

(d) Pawan Hans has presently 40 heli-
copters available for commercial use.

(e) No, Sir.

Members of Board of Directors

3559. SHRI VIJAY KUMAR YADAV :
Will the Minister of CIVIL AVIATION
AND TOURISM be pleased to state :

(a) whether the boards of Indian Air-
lines and Air India have been reconstituted
recently;

(b) whether it is a fact that representa-
tives of two leading hotel groups in the
country who have close business connections
with the two airlines are on the boards; and

(c) if so, the details of these Members
and Government's reaction thereof ?

THE MINISTER OF STATE OF THE
MINISTRY OF CIVIL AVIATION AND
TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) Yes, Sir.

(b) and (c). The new Board of Directors
of Air India and Indian Airlines have one
Director each from two leading hotel groups
in the country, viz. The Taj and the Oberoi
Group of hotels. Indian Airlines and Air
India uplift some food from these two
groups and their hotels are also used by the

personnel of the airlines. These routine associations do not in any way prejudicially affect the Directors in exercising their functions.

[*Translation*]

Supply of Adulterated Nitrous Oxide Gas to Hospital

3560. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether adulterated Nitrous Oxide gas was recently supplied to AIIMS, New Delhi.

(b) if so, whether an inquiry into this matter has since been completed; and

(c) if so, the exact findings of this inquiry and the action taken or contemplated in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (c). Yes. The Nitrous Oxide Gas supplied to AIIMS on 8.4.1988 was suspected to have impurities. The matter was investigated by the Department of Hospital Administration and all the supplies of Nitrous Oxide were sealed for chemical analysis. The supply of Nitrous Oxide was arranged from alternate source. A report to this effect was made to the Drug Controller for investigation.

Indian Emigrants

3561. CHOWDHRY AKHTAR HASAN : Will the Minister of LABOUR be pleased to state the approximate number of Indians emigrating every year ?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : The data relating to the number of Indians emigrating every year is not being maintained. However, the number of persons who obtained emigration clearance under the Emigration Act 1983 during the last five years is as under :

Year	No. of persons (in lakhs)
1983	2.25
1984	2.06
1985	1.63
1986	1.14
1987	1.25

[*English*]

Dual Pricing Policy on Edible Oils

3562. SHRI K. RAMACHANDRA REDDY : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether the consumption of edible oils is very high in the top twenty-five per cent of the affluent section of the society and very low in the remaining seventy-five per cent of the population, who are poor.

(b) whether dual pricing policy is proposed to be planned by Union Government with a view to restore a balance in the consumption of edible oils, which is weighing heavily in favour of the rich; and

(c) if so, the details of the dual pricing policy, and how does it propose to restore a balance in the consumption of edible oils among the rich and the poor ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) The per capita consumption as a whole and especially in respect of the weaker sections of the population is much lower than their requirements. However, the overall consumption, particularly with regard to the weaker sections is increasing and the rate of increase is likely to accelerate as more and more persons cross the poverty line.

(b) and (c). No proposal of dual pricing is under consideration of the Government at present. However, imported edible oils are being distributed through the Public Distribution System, the retail prices of which have so far been kept at a comparatively lower level vis-a-vis the prices of indigenous oils in the open market.

Setting up of Medical Colleges in Kerala

3563. PROF. P.J. KURIEN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether any request has been received from Government of Kerala for setting up more medical colleges in the State; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). The Government of India have not received any request from the Government of Kerala for setting up of more medical colleges in the State. It may, however, be mentioned that as a matter of policy, the Government of India is not in favour of setting up of more medical colleges in the country, in view of the availability of sufficient number of qualified doctors in the country.

Loss of Edible Oils during Post-Harvest Technology

3564. SHRI SATYENDRA NARAYAN SINHA : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether there is considerable loss of edible oils extracted from oilseeds during the operation of post harvest technologies, if so, the details thereof; and

(b) if so, the steps taken to reduce such losses ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) The oilcake from the expressed oilseed contains around 9 per cent oil which is not fully diverted for further extraction.

(b) The silo system for storage of oilseeds is being improved and the oilseeds are being stored at the requisite temperature and humidity. The ghanies and expellers used for expelling oil are also being improved upon.

Excise rebate is being provided for refining of solvent extracted oil and its use

in the manufacture of vanaspati so as to divert larger quantities of cake for extraction.

Loss/Profit of Modern Food Industries (India) Limited

3565. PROF. K.V. THOMAS : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) the profit/loss of the modern Food Industries (India) Limited, during the last three years and the current year;

(b) the units which earned profits during the above period;

(c) the steps taken to reduce the loss; and

(d) whether there is any proposal to expand Kerala unit of M.F.I.L., if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) The profit earned by Modern Food Industries (India) Limited during the last three years is given below :

Year	Rs. (In lakhs)
1985-86	153.14
1986-87	175.20
1987-88	98.17
	(Provisional)

The financial results of the current year, viz. 1988-89, will be available only after the year is over.

(b) The bakery units at Bangalore, Bombay, Chandigarh, Cochin, Delhi, Indore and Madras, and the extruder food unit at Jaipur earned profits during three years 1985-86 to 1987-88. The bakery unit at Jaipur earned profit during the years 1986-87 and 1987-88, and the beverage unit at Faridabad during 1986-87.

(c) The Company takes specific remedial action as and when required in the case of loss making units.

(d) There is no proposal at present to expand the capacity of the bakery unit of the Company in Kerala.

Implementation of National Transport Policy by Railways

3566. SHRI BHADRESWAR TANTI : Will the Minister of RAILWAYS be pleased to state :

(a) the details regarding the implementation of National Transport Policy by the Railways in relation to sharing of goods transport by rail and road, during the last three years;

(b) whether the Railways propose any change in the implementation of this policy during 1988-89; and

(c) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The sectoral goods Transport Targets at the National level are decided by the Planning Commission. The targets fixed for and actual loading by the Railways are given below :

(in million tonnes)

	Target	Actual
1985-86	277.0	286.4
1986-87	294.0	307.3
1987-88	316.0	320.1

(b) No, Sir.

(c) Does not arise.

Central Agency to Check Manufacturing Dates of Processed Food Items

3567. SHRI V.S. KRISHNA IYER : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether there is any central agency to check the manufacturing and expiry dates of food packets, tins and jam bottles sold to public; and

(b) if not, whether Government propose to set up a central agency to check the manufacturing dates of processed food items ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) and (b). There is a central agency to check the manufacturing dates/batch number indicated on the packets, tins and bottles of processed fruit and vegetable products covered under the Fruit Products Order, 1955. However, in respect of other food packets, checking is done by the Food/Health authorities of the States and Union Territories under the prevention of Food Adulteration Act.

Problems of Vision and Blindness

3568. SHRI P.R.S. VENKATESAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether deficiency of Vitamin 'A' in Rajasthan has reached alarming proportions;

(b) whether any studies have been done by Desert Medicine Research Centre or any other Central agency on the subject and if so, the details thereof; and

(c) whether Government propose to set up a Technology Mission to deal with problems of blindness and if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) No Sir. However, as per the report furnished by Government of Rajasthan there were some cases of night blindness in Western Rajasthan where resistance to this disease has gone down to lack of nutrition as a result of severe drought conditions.

(b) Desert Medicine Research Centre of I.C.M.R. conducted a nutritional Survey in some of the districts of Rajasthan. The details are given in Statements I and II below.

(c) No, Sir,

Statement-I*Mean % of prevalence of Vitamin 'A' Deficiency Diseases*

Night Blindness		Jodhpur	Jalore	Nagaur	Sikar	Jaisalmer	Barmer
Below	— 5 yr	10.85	6.70	1.65	0.00	9.95	51.95
5	—15 yr	5.30	6.55	1.00	0.35	14.25	32.20
15	—45 yr	12.15	8.60	1.35	0.60	11.90	52.10

Statement II

Sl. No.	Name of District	Total No. of Tensil	No. of affected Tehsils	Total No. of Villages	Affected Villages		
					50-74 %	75-100 %	Total
1	2	3	4	5	6	7	8
1.	Ajmer	6	6	1010	23	954	977
2.	Alwar	10	10	1951	254	1660	1914
3.	Banswara	5	5	1465	158	1283	1441
4.	Barmer	6	6	938	—	934	934
5.	Bharatpur	9	9	1472	1	1410	1411
6.	Bhilwara	11	11	1654	224	1392	1616
7.	Bikaner	4	4	696	31	594	625
8.	Bundi	4	4	834	205	547	752
9.	Chittorgarh	12	12	2399	1430	892	2322
10.	Churu	7	7	976	197	767	964
11.	Dholpur	4	4	584	10	560	570
12.	Dungarpur	4	4	856	1	849	850
13.	Ganganagar	16	9	4545	120	428	548
14.	Jaipur	17	17	3176	676	2413	3049
15.	Jaisalmer	2	2	575	—	569	569
16.	Jalore	5	5	677	8	665	673
17.	Jalwar	6	6	1606	978	179	1157
18.	Jhunjhunu	5	5	771	2	758	760
19.	Jodhpur	6	6	810	42	749	791
20.	Kota	12	9	2148	465	334	799

1	2	3	4	5	6	7	8
21. Nagaur		8	8	1378	116	1252	1368
22. Pali		7	7	942	4	915	919
23. Sawai Madhopur		11	11	1730	505	1143	1648
24. Sikar		6	6	899	76	814	890
25. Sirohi		5	5	468	57	391	448
26. Tonk		6	6	1089	47	1034	1081
27. Udaipur		17	17	3232	453	2741	3194
Total		211	201	38901	6043	26227	32270

[Translation]

Helicopter Crash

3569. SHRI KALI PRASAD PANDEY :
PKOF. RAMKRISHNA MORE :
SHRI MOHD. MAHFOOZ ALI KHAN :
SHRI KRISHNA SINGH :

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

(a) the causes of recent crash of "Pawan Hans" helicopters:

(b) the total number of persons killed in the crash;

(c) the amount of compensation paid so far to the next of kin of these killed in the crash; and

(d) whether Government have conducted any enquiry into the accident, if so the findings thereof and the time by which action will be taken in pursuance of the findings ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :
(a) To establish the cause of the accident at Sanjhi Chhat an enquiry has been ordered.

(b) Seven persons were killed in the accident.

(c) No compensation has so far been paid.

(d) An inquiry has been ordered into the accident. Action will be taken on the receipt of investigation report.

[English]

Scarcity of Drinking Water in Tamil Nadu

3570. SHRI THAMPAN THOMAS :
Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether scarcity of drinking water supply has become very acute in Madras, Madurai, Coimbatore and Trichy in recent months;

(b) the quantum of drinking water required in these cities and the supply given during the last three months; and

(c) the immediate steps taken by Government and the impact thereof on meeting the requirements of drinking water in Tamilnadu ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) to (c). Since Water Supply is a State subject, material has been called for from the State Government of Tamil Nadu and will be placed on the Table of the House.

Transport Strategy for Movement of Imported Foodgrains

3571. SHRIMATI BASAVARAJESWARI : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether a Committee comprising the representatives of his Ministry and the Ministry of Railways have prepared a comprehensive transport strategy about movement of imported foodgrains;

(b) if so, the details thereof; and

(c) the extent to which the imported foodgrains have been moved in proper time ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) Although no formal committee has been formed, arrangements for transportation of imported foodgrains were finalised in consultation with Ministry of Railways, Ministry of Surface Transport and Food Corporation of India.

(b) Plans to import foodgrains at different ports have been drawn keeping in view the berthing and handling capacity at the ports, infrastructure facilities, requirements of foodgrains in the areas which lie in the hinterland and other deficit areas, Rail capacity etc.

(c) During July 1988, a quantity of 69,202 tonnes of imported wheat was discharged at Madras, Visakhapatnam, Tuticorin, Kakinada and Cuddalore ports. After standardisation 56,042 tonnes were moved out without avoidable delay.

[*Translation*]

Arrival of Tourists to Panna National Park

3572. SHRIMATI VIDYAVATI CHATURVEDI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the Panna National Park in Madhya Pradesh has been opened for tourists; and

(b) if so, the number of tourists visiting this Park annually ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) Yes, Sir,

(b) According to the information received from the State Government approximately 400 tourists visit the park annually.

[*English*]

Alternative Railway Line between Lanka and Badarpur

3573. SHRI SUJDARSHAN DAS : Will the Minister of RAILWAYS be pleased to state :

(a) the progress of work regarding the extension of railway lines in Mizoram, Manipur and Tripura;

(b) whether the over burdened and old Lumding-Badarpur section of North Frontier Railway will be able to bear the additional traffic generated by such extension and the requirements of Hindustan Paper Corporation Ltd., Panchgram and ONGC exploration activities in Barak Valley; and

(c) whether Government propose to construct an alternative railway line from Lanka to Badarpur to meet the additional traffic requirements and to avoid the recurrence of stoppage of traffic movement caused by floods and landslides ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADAVRAO SCINDIA) : (a) Progress of construction of rail lines in Mizoram, Manipur and Tripura upto June, 1988 is as under :

Railway line	Percentage progress
Lalabazar-Bhairabi (Assam/Mizoram)	66.5
Silchar-Jiribam (Assam/Manipur)	69.5
Dharmanagar-Kumarghat (Tripura)	82.7

(b) To deal with the increase in traffic on Lumding-Badarpur section, Line Capacity works have been taken up. Survey has also been conducted recently for an additional line on the critical section between Migrendisa and Ditokeherra stations. A

decision about its construction has not been taken so far.

(c) There is no such proposal at present.

Purchase of 40-Seater Aircraft

3574. SHRI AJOY BISWAS : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the Government propose to purchase some 40 seater aircrafts;

(b) if so, whether they are considering the proposals of five leading international manufacturers in this regard; and

(c) the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) to (c). Vayudoot proposes to acquire some 40 seator to meet the projected increase in traffic in the coming years. The Evaluation Committee set up by Vayudoot to assess the additional aircraft capacity required and to make recommendation about the type and number of aircraft to be acquired has short listed the aircraft manufactured in U.K., France, Netharland and Canada.

Funds for National Leprosy Eradication Programme

3575. SHRI RAM BAHADUR

SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the funds allocated to various States under the National Leprosy Eradication Programme during 1985-86 to 1987-88, State-wise and year-wise;

(b) whether any complaints have been received by Union Government about the slow progress or non-implementation of the programme;

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

(d) the details of the outcome thereof and the corrective steps proposed to be taken ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) The requisite information is given in the statement below.

(b) No specific complaint in this regard has been received. However, from the Monthly returns furnished by the State Governments, it has been observed that in some of the State like Bihar and West Bengal, the progress of implementation of Multi-Drug Treatment has been slow.

(c) and (d). Do not arise,

Statement

Allocation of funds to various States/UTs during 1985-86 to 1987-88 under National Leprosy Eradication Programme.

(Rs. in lakhs)

Sl. No.	Name of States/UTs.	Central assistance released as grant during								
		1985-86			1986-87			1987-88		
		Cash	Kind	Total	Cash	Kind	Total	Cash	Kind	Total
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	180.44	80.00	260.44	211.00	80.00	291.00	220.00	70.00	290.00
2.	Arunachal Pradesh	2.50	0.40	2.90	4.00	0.50	4.50	7.50	0.50	8.00
3.	Assam	19.00	5.00	24.00	18.00	5.00	23.00	20.00	5.00	25.00
4.	Bihar	17.00	38.00	55.00	30.00	38.00	68.00	60.00	30.00	90.00
5.	Goa	0.76	0.32	1.08	0.87	0.50	1.37	1.00	0.50	1.50
6.	Gujarat	38.00	21.31	59.31	35.00	25.00	60.00	38.00	20.00	58.00
7.	Haryana	2.00	0.30	2.30	1.50	1.00	2.50	1.00	1.00	2.00
8.	Himachal Pradesh	3.50	0.75	4.25	4.00	1.00	5.00	6.50	1.00	7.50
9.	J and K	2.00	1.00	3.00	1.20	0.50	1.70	1.13	0.50	1.63
10.	Karnataka	40.00	30.00	70.00	70.00	30.00	100.00	70.00	25.00	95.00
11.	Kerala	17.25	8.00	25.25	20.00	10.00	30.00	45.00	10.00	55.00
12.	Madhya Pr.	79.72	18.00	97.72	40.00	10.00	50.00	68.64	10.00	78.64
13.	Maharashtra	82.00	45.00	127.00	50.00	50.00	100.00	35.00	30.00	65.00
14.	Manipur	10.09	0.50	10.59	2.50	0.50	3.00	7.38	0.50	7.88
15.	Meghalaya	1.50	0.50	2.00	1.26	1.00	2.26	3.00	1.00	4.00

1	2	3	4	5	6	7	8	9	10	11
16.	Mizoram	0.44	0.45	0.89	2.00	1.00	3.00	5.00	1.00	6.00
17.	Nagaland	4.26	1.00	5.26	8.00	1.00	9.00	5.00	1.00	6.00
18.	Orissa	47.00	35.00	82.00	30.00	25.00	55.00	82.50	20.00	102.00
19.	Punjab	2.50	0.80	3.30	4.00	0.50	4.50	10.00	0.50	10.50
20.	Rajasthan	27.00	6.00	33.00	18.00	5.00	23.00	25.00	5.00	30.00
21.	Sikkim	9.16	0.20	9.36	16.63	0.50	17.13	16.00	1.00	17.00
22.	Tamil Nadu	58.00	70.00	128.00	86.00	65.00	151.00	97.50	60.00	157.50
23.	Tripura	11.00	1.50	12.50	9.00	1.00	10.00	7.05	1.00	8.05
24.	Uttar Pr.	68.00	55.00	123.00	67.50	40.00	107.50	139.55	42.50	182.05
25.	West Bengal	30.00	45.00	75.00	40.00	30.00	70.00	65.00	25.00	90.00
26.	A and N Islands	7.90	0.32	8.22	1.00	0.50	1.50	8.00	0.50	8.50
27.	Chandigarh	Nil	0.15	0.15	0.83	0.50	1.33	—	0.50	0.50
28.	D and N Haveli	Nil	0.01	0.01	Nil	0.50	0.50	—	0.50	0.50
29.	Delhi	2.73	0.45	3.18	0.50	0.50	1.00	—	0.50	0.50
30.	Lakshdweep	0.13	0.12	0.25	0.15	3.00	3.15	—	3.00	3.00
31.	Pondicherry	0.26	2.50	2.76	0.24	8.00	8.24	0.25	8.00	8.25
Total :		764.14	467.58	1231.72	773.18	435.00	1208.18	1045.00	375.00	1420.00
(Central Sector)				158.28			319.82			342.00
Grand Total :				1390.00			1528.00			1762.00

Shatabdi Express

3576. SHRI MAHENDRA SINGH :
SHRI K.N. PRADHAN :

Will the Minister of RAILWAYS be pleased to State :

(a) whether "Shatabdi Express" the fastest train in the sub-continent, commenced commercial run between New Delhi and Jhansi on July 10, 1988;

(b) if so, the salient features of this train-service;

(c) whether it is proposed to introduce more such trains on various other sectors; and

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

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) The maximum speed of the train is 140 Km per hour. The train is vestibuled and has chair car accommodation. It is fully air-conditioned which is necessary at such speeds so as to cope with the increase in dust intake.

(c) and (d). Decision will be taken based on the experience gained.

Unfit Water for Human Consumption in Delhi

3577. SHRI R.M. BHOYE : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether the results of the water samples lifted from handpumps and tubewells in different areas of Delhi have revealed that the water was unfit for human consumption; and

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

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) and (b). NEERI collected 73 water samples from shallow hand pumps and on tests water was found unfit for human consumption in 32 of them. 50 water samples from the shallow hand pumps installed in affected colonies of trans-Yamuna area revealed that water was

contaminated and unfit for human consumption. There are more than 300 tube-wells in Delhi. Water samples were lifted from about 60 of them and from some deep hand pumps. The results were found satisfactory and the water fit for human consumption except that some water samples lifted from tubewells installed in Resettlement Colonies were found deficient in residual chlorine. In these cases immediate rectification by increasing doses of chlorine was taken. 2 Tubewells installed in resettlement colonies one in Himatpuri and the other in Mayur Vihar have shown bacteriologically positive results in spite of chlorination and as such both these tubewells have been closed. Wherever DDA has provided/augmented drinking water through tubewells, water samples are being tested as per specification/norms. DWS and SDU are primarily responsible for providing potable water and are supplying the same in all the areas affected by outbreak of cholera and Gastro-enteritis.

Conversion of Local Trains into Fast Trains in Gujarat

3578. SHRI RANJIT SINGH GAEKWAD :
SHRIMATI PATEL RAMABEN
RAMJIBHAI MAVANI :

Will the Minister of RAILWAYS be pleased to state :

(a) whether some local trains in Gujarat, on Western Railway, have been converted into fast trains which do not stop at small stations;

(b) if so, the details thereof;

(c) whether due to these changes, the commuters from such Stations are facing great hardship; and

(d) if so, the details of alternative arrangements being made for them ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir.

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

Creation of National Tourism Board

3579. SHRI JAGANNATH PATTNAIK : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the National Committee on Tourism has suggested the creation of a National Tourism Board and a separate cadre of Indian Tourism service;

(b) if so, the details in this regard; and

(c) the reaction of Government thereto ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) and (b). The National Committee on Tourism has recommended among other things, for creation of a National Tourism Board and a separate cadre of Indian Tourism Service. The Tourism Board, which is to be set up on the pattern of Railway Board, will be responsible for the following :

- To formulate tourism policy and carry out research and analysis work.
- To review the international and domestic tourism environment and frame Perspective and Long Range Plans.
- To audit the resource outlook and bring forward proposals for better utilisation, generation and mobilisation of physical, financial and human resources for tourism.
- To propose creative strategies for international and domestic marketing, product and infrastructure development, and similar other functional areas.
- To ensure organisational effectiveness of the national, and State Tourism Boards through proper staffing, system and leadership.
- To monitor progress in the implementation of tourism policies, projects and schemes.
- To assist and coordinate with State Governments on tourism development.
- To establish a fully computerised National Tourism Information Centre to collect, store and disseminate all relevant tourism data and information required by tourists.

The Cadre of Tourism Service would have the advantage of equipping the personnel with an in depth knowledge and

experience of dealing with tourism as a national activity.

(c) No final decision on these recommendations made by the National Committee on Tourism has been taken as yet.

Introduction of Express Train between Bombay and Vijayawada

3580. **SHRI V. SOBHANADREESWARA RAO :** Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a consistent demand for introduction of an express train between Bombay and Vijayawada to cater to the needs of the ever growing passenger traffic;

(b) if so, the time by which such an express train is expected to be introduced; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) and (c). Presently it is not feasible due to operational and resource constraints.

Non-Inclusion of Research Officers in Faculty of National Institute of Health and Family Welfare

3581. **SHRI MANIK REDDY :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the Research Officers working at the National Institute of Health and Family Welfare at New Delhi are not included in the faculty of the Institute;

(b) if so, the reasons therefor;

(c) the position in this regard in other National Institutes in the country; and

(d) the reasons for National Institute of Health and Family Welfare not following the practice as in other National Institutes ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) No, Sir.

(b) The National Institute of Health and Family Welfare, New Delhi has adopted the

U.G.C. pay scales for the faculty staff of the Institute. Under the U.G.C. pattern, faculty includes Lecturers, Readers and Professors. However, as and when the posts of Lecturers are available in the Institute, the Research Officers could compete for these posts, if otherwise eligible.

(c) According to available information, the Research Officers in the All India Institute of Medical Sciences, New Delhi, are also not included in the faculty staff.

(d) In view of the position explained in part (b), the question does arise.

World Bank Assistance for Bombay Urban Transport Project

3582. SHRI S.G. GHOLAP : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether Bombay Urban Transport Project Phase-II was under consideration of Government for loaning from the World Bank;

(b) if so, the details of the project report; and

(c) the progress made so far in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) to (c). The Government of Maharashtra are reviewing the availability of counterpart funds with them and the scope and priority of the Bombay Urban Transport Project—phase II, vis-a-vis other Urban Development Projects being considered by them for World Bank assistance. In the meanwhile, a World Bank Mission has also visited Bombay to assess the transport requirement of the city.

Import of Rails

3583. SHRI SOMNATH RATH :
SHRI SANAT KUMAR
MANDAL :

Will the Minister of RAILWAYS be pleased to state :

(a) the value of rails, in foreign exchange, imported during the last three years

respectively alongwith the names of the exporting countries; and

(b) the quantity of rails required annually and met through indigenous production at SAIL plants ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The value of rails in foreign exchange, imported in the last three years respectively and the names of the exporting countries are as under :

Year	Value in Crore Rupees	Name of the exporting countries
1985-86	34.85	Yugoslavia, United Kingdom, South Korea, France.
1986-87	88.54	Yugoslavia, Japan, United Kingdom, France, Canada.
1987-88	83.07	West Germany, South Korea, France, United Kingdom, Austria, Canada.

(b) The annual requirements of rails and the supplies made by Bhilai Steel Plant of Steel Authority of India Limited are as under :

(in lakh tonnes)		
Year	Requirements	Supplies made
1985-86	4.15	3.25
1986-87	4.30	2.37
1987-88	5.75	3.10

Year of Consumers

3584. SHRI ANOOPCHAND SHAH : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether Government propose to declare 1989 as the year of consumers; and

(b) if so, the programme contemplated for the year?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) and (b). The Government does not propose to declare 1989 as the year of the consumers.

Railway Bridges in Orissa

3585. SHRI NITYANANDA MISHRA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the rail bridges located in Orissa are inspected regularly to ensure that they are in good condition;

(b) if so, when were these inspected last;

(c) in how many cases it has been found that better protection should be provided to them and the details thereof; and

(d) the action being taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) Between 15th October and 31st December, 1987.

(c) and (d). None of the bridges was found to be in need of any better protection, as such. However, whatever repair and maintenance work was found necessary is being carried out on a programmed basis.

Indian Labour in Gulf Countries

3586. SHRI T. BASHEER : Will the Minister of LABOUR be pleased to state :

(a) whether Government are aware that Indian labour recruited for work in the Gulf countries viz. U.A.E., Iran Baherin subjected to highly discriminatory and derogatory treatment in violation of the terms of contract; and

(b) if so, the action Government have taken or propose to take to protect the labour?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : (a) and (b).

The Indian labour force is not subjected to highly discriminatory and denogatory treatment, though individual cases of violation of terms of employment contract are reported to the Indian Missions in those countries by workers. The Missions take up these complaints with the foreign employers for amicable solution, with the assistance of local authorities. In cases where a settlement is not possible, the matter is referred to local Labour Court.

Runway at Calicut Airport

3587. SHRI VAKKOM PURUSHOTHAMAN : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether there is any proposal to start international flights to Calicut :

(b) whether there is any proposal also to extend the runway at Calicut Airport; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) and (b). No, Sir.

(c) Does not arise.

Treatment of Burn, Bedsores and Ulcers with Honey

3588. SHRI PRATAPRAO B. BHOSALE : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are aware that Surgeons in Nigeria have achieved considerable success to cure burns, bedsores and various types of ulcers with the help of honey;

(b) if so, the details thereof;

(c) whether Government propose to have a study regarding its effectiveness; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). Government have

seen a report published in July, 1988 in the journal of 'British Medical Surgery' about the successful treatment of certain cases of burns and bedsores with the use of honey by Nigerian surgeons.

(c) and (d). Honey is used in Indian Systems of Medicine and is known for its wound healing effects.

Setting up of Hotels by Non-Resident Indians

3589. DR. KRUPASINDHU BHOI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether some Non-Resident Indians have expressed their keenness to set up hotels in the country;

(b) if so, the particulars of the Non-Resident Indians;

(c) whether they have submitted proposals before the Government in this connection, if so, the details thereof, and

(d) the names of the States where the non-resident Indians have proposed to set up hotels ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) to (c). Non-resident Indians wishing to invest in the hotel industry can only invest through Indian promoting companies by investing in their enquiry upto the prescribed ceiling. As per the available information non-resident Indians have already invested in 23 hotel projects in India. The amount permitted to be invested is Rs. 36.96 crores of which Rs 103.54 lakhs is on non-repatriation basis. Against this, the amount actually invested so far is Rs. 20.11 crores of which Rs. 56.17 lakhs is on non-repatriation basis.

(d) Name of State	No. of hotels
Maharashtra	7
Delhi	7
Tamil Nadu	3
Gujarat	2
Andhra Pradesh	2
Karnataka	1
Goa	1

[Translation]

Default in EPF Contribution

3590. SHRIMATI MANORAMA SINGH :
SHRI SARFARAZ AHMAD :
SHRI VILAS MUTTEMWAR :

Will the Minister of LABOUR be pleased to state :

(a) the details of the Private and public sector industrial units in defaulting in payment of Provident Fund contributions during the last two years;

(b) the reasons for default in payment of contributions in time;

(c) the details of total arrears of outstanding E.P.F. contribution; and

(d) the action proposed to be taken to ensure timely payment of contributions and arrears by the industrial units ?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : (a) During the year 1986-87, 9079 Private Sector and 570 Public Sector establishments and during 1987-88, 10129 Private Sector and 301 Public Sector establishments in default of payment of the provident fund contributions.

(b) The defaulting establishments generally plead industrial sickness or financial difficulties as the main reasons for non-payment of provident fund dues.

(b) The arrears as on 31.12.1987 were as given below :

	Rupees in crores
Exempted establishments	104.13
Unexempted establishments	74.34

(d) The E.P.F. authorities are taking the following steps for realisation of the outstanding dues :

(i) Issuing of Recovery Certificates under Section 8 of the E.P.F. Act.

(ii) Filing of prosecution cases under Section 14 of the E.P.F. Act.

(iii) Filling of complaints under Section 406/409 I.P.C. in cases on non-payment of contribution deducted from the wages of the employees.

(iv) Levying of damages under Section 14B of the E.P.F. Act. . .

[English]

Development of Aurangabad Airport

3591. SHRI R.N. YADAV : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether there is any proposal to develop Aurangabad Airport in view of the increasingly Foreign tourist traffic;

(b) if so, the details thereof;

(c) the progress made so far in the construction work for Night landing facility at Aurangabad Airport; and

(d) when it will be ready for operation night services ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :
(a) and (b). Aurangabad airport is planned to be developed to provide night landing facilities consisting of :

(i) Hight Intensity Runway Lights.

(ii) Taxiway Lights

(iii) Precision Approach Path Indicator (PAPI) System—2 Sets.

(iv) Apron Flood Lights.

(v) Standby Power Supply.

(vi) Simple Approach Lighting System—2 Sets.

(c) and (d). The progress made so far is as follows :

Project Sanctioned : 22.1.1988

Layout plan approved : 2.3.1988

Work awarded : 21.3.1988

Tentative target date of completion for item -

(i) to (v) above is 31.12.1988

In respect of item No. (vi) (installation of Simple Approach Lighting System), some additional land is required. Target date for this work will be known after the land is acquired and taken over by the National Airports Authority.

Constraints in Aviation Sector

3592. SHRI V. SREENIVASA

PRASAD :

SHRIMATI USHA

CHOUDHARY :

SHRI M.V. CHANDRA

SEKHARA MURTAY :

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

(a) whether the National Committee on Tourism has pointed out constraints in aviation sector as a major factor responsible in the growth of tourism in the country;

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

(c) the further steps Government propose to take to boost tourism industry in the country ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) Yes, Sir. In their report, the National Committee on Tourism has cited shortage of air capacity as one of the constraints affecting the growth of tourism to the country.

(b) and (c). With a view to augmenting their capacity, Air-India have placed an order for two numbers 747-300 Combi aircraft to be delivered in October/November, 1988.

Indian Airlines have also placed an order for the supply of 19 numbers A-320 Airbus Aircraft to be delivered in 1989-90. They have also been permitted to obtain on lease basis five numbers B-737 Aircraft.

In order to boost tourism to the country Government has made charter policy more liberal.

Hospital for Bidi Workers at Gursahaiganj

3593. SHRI KHURSHID ALAM

KHAN : Will the Minister of LABOUR be pleased to state :

(a) whether it is a fact that land had been acquired at Gursahaiganj for building a hospital for bidi workers;

(b) if so, whether this land is lying unutilised for over two years; and

(c) if so, the steps being taken by Government for construction of the hospital without any further delay ?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : (a) Possession of 4.61 acres of land has been taken.

(b) and (c). The proposal for setting up of the hospital is under examination.

Legislation Regarding Immovable Property

3594. SHRI RAM SWARUP RAM : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether Government propose to introduce legislation to limit the size of the lands, buildings and other immoveable property holding of persons in the Urban Areas; and

(b) if so, when such legislation will be introduced ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) and (b). The Urban Land (Ceiling and Regulation) Act, 1976 imposes ceiling on vacant land in urban agglomerations. There is no proposal to bring forward any other legislation to limit the size of buildings and other immoveable property of persons in the urban areas.

Investment in Tourism by Private Parties

3595. SHRI G.S. BASAWARAJU :
SHRIMATI BASAVARAJESHWARI :
SHRIMATI USHA CHOUDHARY :
SHRI BHADRESWAR TANTI :
SHRI SRIKANTHA DATTA NARASIMHARAJA WADIYAR :

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

(a) whether in order to boost tourism, Union Government have decided to attract more investment from private parties;

(b) if so, whether any formal scheme has been prepared and additional incentives/concessions offered;

(c) if so, the details thereof; and

(d) the response of the private sector in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) The private sector has always been playing a significant role in boosting tourism in the country. However, to attract more investment from private sector the Government has drawn up schemes for giving additional incentives to private parties.

(b) and (c).

(i) Interest subsidy on loans for 1, 2 and 3 star hotels has been raised to 3%.

(ii) A scheme broadly on the lines of Market Development Fund of the Ministry of Commerce has been approved.

(iii) The benefit of section 80 HHC of Indian Income Tax has been extended to tourism related activities.

(d) It is too early to assess the response of the private sector.

Implementation of Industrial Relations Act

3596. SURI YOGESHWAR PRASAD YOGESH : Will the Minister of LABOUR be pleased to state :

(a) the steps taken by Government for implementation of the provisions of the new Industrial Relations Act prohibiting a person to hold office in the units of more than two unions;

(b) whether the provisions of the Act are not being followed in many trade unions;

(c) if so, the details thereof; and

(c) the action being taken in this regard ?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : (a) to (d). The Trade Union and The Industrial Disputes (Amendment) Bill, 1988 which was introduced in the Rajya Sabha on the 13th May, 1988 provides *inter alia* that a person can become an office-bearer or a member of an executive of not more than seven registered trade unions while not being engaged or employed in any establishment or in a class of industry with which the trade unions are connected. The question of implementation of various provisions of the Bill will arise only after enactment of the Bill and its enforcement

Plots to Members of Delhi Teachers Cooperative House Building Society

3597. SHRI NARAYAN CHOUBEY : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether Government have received representations from several members of the Delhi School Teachers' Cooperative House Building Society Ltd. Delhi stating that while they have not been allotted plots by the Society after a lapse of 20 years on some pretext or other, persons enrolled with the Society with the same status of membership on the basis of receipt issued from the same receipt book in same series have been allotted plots by the Managing Committee of the Society;

(b) if so, the names and addresses of such persons who have been allotted plots and of those who have been denied allotment of plots together with the reasons for this discriminatory treatment; and

(c) what corrective measures Government taken are contemplating in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

Ticketless Travellers

3598. SHRI DIGVIJAY SINH : Will

the Minister of RAILWAYS be pleased to state :

(a) the total number of ticketless travellers apprehended/convicted as on 31 July, 1988; and

(b) the estimated loss of revenue to the Railways, State-wise ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) During the period from April to June, 1988 1.13 lakh persons were detected travelling without ticket or with improper tickets on the Indian Railways, out of whom 21,409 were jailed and 25,117 fined. Information for the month of July, 1988 is being collected and will be laid on the Table of the Sabha.

(b) The estimated loss of revenue due to ticketless travel is not maintained.

Sewer Lines in Resettlement Colonies in Delhi

3599. SHRI BHARAT SINGH : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether sewer lines have not been laid in Sultanpuri, Mangolpuri and Nangloi I, II, III resettlement colonies of Delhi; and

(b) if so, the time by which sewer lines in the said colonies are likely to be laid by Government ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) and (b). MCD have reported that the peripheral sewerage scheme for the above colonies have already been approved. The out fall sewer from the above colonies shall be connected to Avantika Sewerage Pumping Station which is under construction and will take a period of two years for completion.

[Translation]

Vayudoot Service in Himachal Pradesh

3600. SHRI K.D. SULTANPURI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government propose to operate three Vayudoot flights in Himachal Pradesh;

(b) if so, the details thereof; and

(c) the details of the expenditure incurred on the construction of Shimla Airport?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) and (b). During the peak season, Vayudoot operates 5-6 flights per day to Himachal Pradesh. During the lean season, however, the number of flights to Himachal Pradesh is two per day.

(c) An amount of Rs. 295.50 lakhs has been spent upto 1st August, 1988 on the construction of Shimla airport.

[English]

Facilities at reservation counters of IA

3601. SHRI RAM PYARE PANIKA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government's attention has been drawn to a report appearing in the 'Hindustan Times' of 16 June, 1988 about the ordeal being faced by the travelling public at the reservation counters of the Indian Airlines in Delhi; and

(b) if so, the steps being taken to improve the position of reservation work in Delhi and other major cities?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :
(a) Yes, Sir.

(b) Diesel Generator sets are being provided at Kanchanjung Building, Malhotra Building and Safdarjung Airport Booking Offices in Delhi to meet the power failure situation in future so that the customers are not put to any inconvenience due to power failure. Besides adequate steps are being taken at other major cities to ensure convenience in reservation.

Measures to Improve Working of AIIMS

3602. SHRI BIMALKANTI GHOSH :
SHRI BHADRESWAR TANTI :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have taken any measures to improve the working of the All India Institute of Medical Sciences so as to remove congestion and to reduce the waiting period for patients suffering from the cardio-logical and neuro-logical disorders; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). Now Super-Speciality Centres like Cardio-thoracic, Neuro-Sciences are being developed to reduce congestion and long waiting period of patients suffering from Cardio-logical and Neurological disorders.

Maintenance of Government Quarters

3603. SHRI SANTOSH KUMAR SINGH : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether Government had stopped the maintenance work of Government residential flats/bungalows etc. by the CPWD due to acute drought situation in the country;

(b) whether Government now propose to carry out the maintenance works held up so far; and

(c) if so, the time by which the work would be started and if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) Yes.

(b) and (c). Essential maintenance of Government buildings will be undertaken during 1988-89 but no improvement to existing flooring, walls, panelling etc., to cater to personal preferences, can be done.

Vijayawada-Madras and Vijayawada-Vishakhapatnam Rail Routes

3604. SHRI BHATTAM SRI-RAMAMURTY : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that 50 per cent of the modernisation work of the Railway track between Vijayawada-Madras has been

completed and if so, the expenditure incurred thereon;

(b) whether the modernisation of Vijayawada-Vishakhapatnam track is also being taken up;

(c) if so, the total outlay for the same and when it is likely to be completed; and

(d) the targets for completion of these works, and the progress made so far ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Track modernisation work on Vijayawada-Madras section has been completed in about 70 per cent of the track length, involving an expenditure of about Rs. 60 crores.

(b) to (d). Modernisation of track is a continuous process, usually achieved along-with renewal of existing track, as and when it falls due. So far, about 12% of the track on Vijayawada-Vishakhapatnam section has been taken up, at an approximate outlay of Rs. 8 crores. This is likely to be completed in the next 2 to 3 years. The remaining lengths may also be covered by the year 2000, subject to availability of funds.

[Translation]

Maintenance of Railway Tracks

3605. DR. PRABHAT KUMAR MISHRA : Will the Minister of RAILWAYS be pleased to state :

(a) whether maintenance of railway tracks is being carried out through contract system;

(b) whether the previous policy in this regard has been changed;

(c) if so, whether such a change in the policy is one of the reasons for major railway accidents; and

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

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir. As a matter of Policy, no item of regular

track maintenance is being got done through contract system.

(b) There has been no policy change in this regard, in recent years.

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

[English]

Allotment of Houses by DDA

3606. SHRI ANANTA PRASAD SETHI : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) the number of persons registered with the DDA for allotment of houses but not allotted flats so far;

(b) the total number out of them category-wise, the construction of which was undertaken during the period July 1986 to June 1988; and

(c) the total number out of them which have since been completed and handed over to the allottees ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

[Translation]

Compensation on Vayudoot Service

3607. SHRI MADAN PANDEY : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government propose to computerise Vayudoot service;

(b) if so, the details of the progress made so far in this direction and the time by which computerisation work is likely to be completed; and

(c) the details of facilities likely to be provided to the passengers as a result of computerisation ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) Yes, Sir.

(b) The package deals offered by various computer concerns are under study.

(c) The facilities proposed to be provided to the passengers after computerisation will be in the passenger reservation system, Cargo Booking and Courier services.

Allotment of Land to Group Housing Societies in Delhi

3608. SHRI HARISH RAWAT :
SHRI VIJAY N. PATIL :

Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) the number of Group Housing Societies which have been allotted land for construction of flats in Delhi during the last four years and the names of societies, out of them, which have constructed flats in requisite number or are in the process of constructing them;

(b) whether it is a fact that there are some societies whose applications for allotment of land are still pending; and

(c) if so, the number of such societies and the steps being taken by Government to allot them land ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) No Group Housing Society was allotted land during the last 4 years. As such the question of construction of flats by any of them does not arise.

(b) and (c). No application received by the Delhi Development Authority in response to invitation issued by them is pending. However, 61 Societies have made requests to the Delhi Development Authority for allotment of land in North, South, East and West Delhi as indicated below :

North Delhi—7

South Delhi—43

East Delhi — 5

West Delhi — 6

Total : 61

Cancellation of Balotra Pachpadra Salt Train

3609 : SHRI VIRDHI CHANDER JAIN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the operation of PSL train which was running between Luni and Pachadra was cancelled between Balotra and Pachpadra about a year ago;

(b) if so, whether the cancellation of the operation of this train has resulted in heavy loss to Pachpadra salt industry;

(c) if so, whether Government propose to restore the operation of the train from Pachpadra to Balotra for development of the salt industry; and

(d) if so, when it is likely to be restored ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) Railways have no information about the loss.

(c) Yes, Sir.

(d) No likely date has been fixed.

[English]

Membership of Delhi School Teachers' Cooperative House Building Society

3610. SHRI RAMASHRAY PRASAD SINGH :
SHRI NARAYAN CHOUBEY :

Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether a large number of persons who had enrolled themselves as members of the Delhi School Teachers' Cooperative House Building Society Ltd, Delhi many years ago and also deposited money for development cost of land with the Society have not been allotted plots;

(b) if so, the name and addresses of such persons alongwith dates of their membership and the amount deposited by them for enrolment and development cost; and

(c) the reasons for keeping them waiting so long ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

Upgradation of Nasik Airport

3611. DR. DATTA SAMANT :
SHRI V.N. GADGIL :

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

(a) whether Government propose to introduce Boeing services to Nasik Airport, Maharashtra;

(b) if so, the estimated expense for upgrading the airport to receive the Boeing service; and

(c) whether National Airport Authority has approached State Government to bear some expenses for upgradation of Nasik Airport ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) and (b). In order to facilitate introduction of Boeing services to Nasik, it is proposed to shift Indian Airlines operations to nearly HAL airfield at Ozar, subject to development of infrastructural facilities and availability of funds. The estimated cost of developing a Civil Enclave at Ozar airfield is Rs. 3.24 crores approximately.

(c) In view of the constraints of funds being faced by the National Airports Authority, the Government of Maharashtra was approached for providing land and grants/loans to the National Airports Authority.

Vacant Posts of Senior Radiographers in Government Hospitals, Delhi

3612. SHRI JAI PRAKASH AGARWAL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether some posts of senior radiographers grade B and C are lying vacant in Government hospitals in Delhi;

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

(c) the steps Government propose to take to rectify the situation so that public do not suffer due to the non-availability of radiographers in hospitals ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) One post of Sr. Radiographer Group B in Dr. Ram Manohar Lohia Hospital, and 39 posts of Radiographer Group C in Delhi hospitals under the Delhi Administration are lying vacant.

(b) and (c). Action has already been initiated to fill up the post as per approved Government Recruitment Rules.

Delay of flights from Hyderabad airport

3613. SHRI M. RAGHUMA REDDY : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether there are regular delays of flights from Hyderabad-Calcutta, Hyderabad-Tirupati and Hyderabad-Bangalore;

(b) if so, the number of times these flights were delayed from 31 March, 1988 to June, 1988; and the reasons therefor; and

(c) the steps Government propose to take to overcome these delays in future ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) No, Sir.

(b) and (c). During the period from 1st April, 1988 to 30th June, 1988, out of a total of 267 flights operating on sectors Hyderabad-Calcutta, Hyderabad-Tirupati and Hyderabad-Bangalore, 80 flights were delayed, details for which are as follows :

Reasons	No. of delays/ Cancellations
Commercial	1
Operations	3
Engineering	11
Weather	2
Consequential	63
Total :	80

Out of the above, 78% of the delays/cancellations were due to the consequential reasons which occur as a chain reaction to primary delays. Since every aircraft operates a number of flights in a day, delay of a flight may result in a delay to all subsequent flights operated by the aircraft on that particular day. In order to reduce the consequential delays, adequate cushioning between the flights has to be provided. It is, however, not possible, at present, to make adequate cushioning due to acute shortage of capacity. The position would improve after the aircraft on lease/on purchase are acquired by Indian Airlines during the coming months.

Scheme to attract tourists

3614. SHRI E. AYYAPU REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to start any new schemes like Palace on Wheels, specially to attract the foreign tourists; and

(b) whether any survey or research has been conducted to explore the possibility of laying railway lines in picturesque and scenic areas ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI

MADHAVRAO SCINDIA) : (a) The recommendation of the National Committee on Tourism to introduce more Special Tourist Trains has been noted.

(b) Surveys have been conducted for new rail lines some of which happen to pass through picturesque and scenic areas.

N.B.C.C. Housing Projects in Pitampura

3615. KUMARI MAMATA BANERJEE : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) the various housing projects under construction by the National Building Construction Corporation Ltd. in the Pitampura area;

(b) the details of each project together with estimated cost and the approximate date of completion; and

(c) whether work of each project is proceeding on schedule and whether it would be possible for the NBCC to deliver the flats on the scheduled date ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) to (c). As per statement given below.

Statement

Details of the housing projects under construction by the NBCC in the Pitampura area,

S. No.	Name and location of the Project	Tendered cost	Date of Commencement	Stipulated/extended date of completion	Estimated actual cost (inclusive of cost on extra items and escalation in materials and labour)	Approx. date of completion	Whether work is proceeding on schedule	Whether N.B.C.C. will deliver the flats on scheduled date
1	2	3	4	5	6	7	8	9
1.	Construction of 192 flats for the Rajya Sabha Sectt. employees Co-operative Group Housing Society at Plot No. 4, Pitampura	Rs. 308 lakhs	5.9.85	5.9.87/ 31.8.88	Rs. 400 lakhs	*30.11.88	No, due to reasons beyond the control of the NBCC	Information is given under column 7
2.	Construction of 300 flats for the Jawaharlal Nehru Co-operative Group Housing Society at Plot No. 5, Pitampura	Rs. 370 lakhs	17.12.86	16.1.89	Rs. 415 lakhs	*16.1.89	As above	As above
3.	Construction of 131 flats for the Mousam Co-operative Group Housing Society at Plot No. 8, Pitampura	Rs. 217 lakhs	1.6.87	28.2.89	Rs. 250 lakhs	*18.2.89	As above	As above

*Provided the societies immediately release payment of the outstanding dues of the N.B.C.C. and make further payments as per terms of the Contract.

Extension of Run of Shatabdi Express

3616. SHRI H.N. NANJE GOWDA :
SHRI K.N. PRADHAN :
SHRI SANAT KUMAR
MANDAL :

Will the Minister of RAILWAYS be pleased to state :

(a) the amount spent by Government for introducing the Shatabdi Express train between New Delhi and Jhansi;

(b) the amount of money spent on strengthening the tracks on this route to withstand the speed of 140 Km. P/hr.; and

(c) whether there is a proposal to extend the train upto Bhopal or Kanpur and if so, the additional expenditure required for strengthening the tracks from Jhansi to these places ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c). Railways do not maintain trainwise account of expenditure. Improvement of infrastructural facilities is a continuous process.

Jhansi-Kanpur line is not electrified and is not suitable for high speed operation. There is a proposal to extend the train upto Bhopal in the future.

Production of Wheat

3617. SHRI BIRINDER SINGH : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) the production of wheat in the country during the current year;

(b) whether the quantity of wheat produced can fulfil the needs of the country;

(c) the quantity of wheat procured by Government this year; and

(d) whether there is any likely-hood of surplus wheat being added to the reserve stocks of the central pool at the end of the crop season, if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) to (d). Production of wheat during the crop year 1987-88 is provisionally assessed at

44.62 million tonnes. A quantity of 65.18 lakh tonnes of wheat has been procured till 12th August, 1988. Wheat is being imported to replenish the buffer stocks.

Superfast Train on Metre Gauge between Delhi-Hyderabad

3618. SHRI V. TULSIRAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a proposal under consideration of Government to introduce a superfast train on metre gauge connecting Delhi to Hyderabad via. Ajmer, Khandwa, Akola and Mudkhed etc;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir.

(a) Does not arise.

(c) Not feasible.

F.P.S. in Delhi

3619. SHRI YASHWANTRAO GADAKH PATIL : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) the number of fair price shops and kerosene outlets required to be opened in Delhi according to the present population and the number existing at present;

(b) the reasons for shortfall thereof, if any; and

(c) the measures taken to open more shops and outlets ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) According to the report received from Delhi Administration, at present 3,387 fair price shops and 1,815 kerosene outlets are functioning in the Union Territory of Delhi. These outlets are considered adequate to meet the requirements of the present population of Delhi. Additional fair price shops and kerosene outlets are opened, as and when necessary.

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

Introduction of Day Trains between Delhi and Jammu

3620. SHRI JANAK RAJ GUPTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is no day train service from Delhi to Jammu and Jammu to Delhi for the convenience of the pilgrims to Vaishno Devi temple and the tourists;

(b) if so, when Government intend to introduce a day train from Delhi to Jammu and vice-versa; and

(c) if not, the reasons thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) and (c). Presently not feasible due to operational and resource constraints.

Adulteration Cases Detected in Delhi

3621. SHRI SRIBALLAV PANIGRAHI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are taking action against the traders indulged in adulteration;

(b) if so, the number of cases of adulteration in Delhi booked by Government during 1987-88 and 1988-89 so far; and

(c) the number of cases settled so far ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Yes, Sir.

(b) and (c). The details of prosecutions launched by the Delhi Administration and the cases decided by the court during the year 1987-88 and 1988-89 (upto July 1988) are as under :

Year	No. of prosecutions launched	Number of cases decided by court
1987-88	198	140
1988-89	63	49

(upto July 1988)

Discrimination against Women in Payment of Wages and Other Amenities

3622. SHRI BRAJAMOHAN MOHANTY : Will the Minister of LABOUR be pleased to state :

(a) whether Government have any information about the discrimination against women in payment of wages and other amenities in violation of equal wages for the equal work policy and if so, the details thereof;

(b) the details of action taken during 1986-87 to prevent discrimination against women labourers; and

(c) whether any penal action has been taken and if so, the number of such cases awaiting disposal in the courts ?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : (a) to (c). The Equal Remuneration Act which prohibits discrimination against women in wages and other matters of employment is implemented by the State Governments and the Central Government for employments falling in their respective spheres. The number of inspections conducted under the Act, the number of irregularities detected and rectified, the number of prosecutions launched, the number of convictions, etc. for the years 1986 and 1987, in respect of employments for which the Central Government is the appropriate Government are given in the statement below.

Statement

Year	Number of Inspec- tions	Number of irregu- larities detected	Number of irregu- larities rectified	Number of prose- cutions launched	Number of cases disposed of	Number of convic- tions	Number of acquittals
1986(P)	1567	1552	1373	305	203	202	1
1987(P)	1878	1869	1121	311	213	201	11

(P) : (Provisional)

Efficacy and Side Effects of BCG Vaccine

3623. DR. G. VIJAYA RAMA RAO : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether BCG vaccine has been in use in the country for a long time; if so, the details of doses given since its introduction and funds spent thereon including the infrastructure created; and

(b) whether any in-depth monitoring and education on efficacy and any other related side-effects on the use of this vaccine had been carried out; if so, the details thereof and the corrective steps taken, if any ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Yes, Sir. BCG vaccination Programme has been in operation since 1951. Nearly 3610.43 Lakh doses have been used in the Programme since 1951-52. An expenditure of more than Rs. 518.064 Lakhs has been incurred on the production and supply of BCG vaccine between 1957-58 and 1987-88. Expenditure figures for the years 1951-52 to 1956-57, 60-61, 67-68, 68-69 and 70-71 are not available. Approximately 317 BCG teams were functioning upto 1976-77 in different States/UTs and the expenditure on these was borne by the States/UTs. Since 1981-82, BCG vaccine is administered by multi-purpose workers.

(b) A fifteen year follow-up of the Indian BCG prevention trial was conducted by Indian Council of Medical Research in Chingleput district of Tamil Nadu.

Government of India have modified the BCG vaccine policy in the light of the findings of this report,

Recruitment of Minorities

3624. SHRI G.M. BANATWALLA : Will the Minister of LABOUR be pleased to state :

(a) whether any instructions have been issued to the States and Union Territories regarding the role of employment exchanges for recruitment of minorities in term of 15-Point Programme for the welfare of minorities;

(b) if so, the details thereof; and

(c) the position regarding implementation thereof, State-wise ?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : (a) and (b). Yes, Sir. In pursuance of the 15-point Directives for the welfare of minority communities, the State Governments/Union Territory Administrations were advised to issue instructions to the Employment Exchanges that—

- (i) Employment Officers should register as many as minority job-seekers as possible by organising Mobile Registration Camps;
- (ii) to ensure that there is no discrimination against minority job-seekers in sponsoring of names to the employers;
- (iii) to set up a suitable monitoring system; and
- (iv) to include representative of minorities on the advisory committees,

(c) The available information is given in the statement below.

Statement

Recruitment of Minorities

1. The following States/Union Territories have organised Mobile Registration Camps :

Andhra Pradesh, Maharashtra, Gujarat, Assam, Uttar Pradesh, Tamil Nadu, Rajasthan, Karnataka, Delhi, Madhya Pradesh, Mizoram, Manipur, Orissa, West Bengal, Jammu and Kashmir and Kerala.

2. The following States have the Monitoring system :

Andhra Pradesh, Rajasthan, Assam, Gujarat, Kerala, Uttar Pradesh, Orissa, Madhya Pradesh, Mizoram, Karnataka, Delhi, Jammu and Kashmir.

3. The following States have representation of minorities on Advisory Committees :

Andhra Pradesh, Assam, Chandigarh, Haryana, Madhya Pradesh, Manipur, Mizoram, Tamil Nadu, Orissa and Lakshadweep.

Procurement of Wheat

3625. SHRI P. KOLANDAIVELU : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether Government are procuring wheat from Punjab for the roller flour mills, if so, the details thereof;

(b) whether the procurement price of wheat fixed is very meagre as compared to the cost of production;

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

(d) whether there is a sudden fall in procurement of wheat because of the low

prices fixed by Government, if so, the corrective steps taken in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) Wheat is procured as a price support measure to safeguard the interests of the farmers.

(b) No, Sir.

(c) Does not arise.

(d) The reasons for lower procurement this year were lower production, higher market prices than the support price and larger purchases by traders and millers.

Shifting of South Eastern Railway Headquarters

3626.. SHRI ANADI CHARAN DAS : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal for shifting South Eastern Railway Headquarters from Garden Reach, Calcutta to Bhubaneswar;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir.

(b) Does not arise.

(c) On account of severe financial constraints, likely dislocation to a large number of staff and on administrative grounds, it is not considered feasible to shift the South Eastern Railway Headquarters from Calcutta.

Goitre Patients

3627. SHRIMATI D.K. BHANDARI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Indian Council of Medical Research maintains statistics of patients suffering from goitre through its research centres; and

(b) if so, the number of patients suffering from the disease, State-wise and Union Territory-wise, as on 30 June 1990 ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). No authentic data about the number of persons suffering from Goitre is available. Sample surveys on prevalence of Goitre and other Iodine Deficiency Disorders have been conducted by various agencies including Indian Council of Medical Research. Based on the results of the sample surveys, the estimated percentage of population suffering from Goitre in various States/Union Territories is given in the Statement below.

Statement

Prevalence of goitre in various States and Union Territories as on 30-6-1988.

	Prevalence Rate (Percentage)
Andhra Pradesh	
1. Vishakhapatnam	34.7
2. East Godavari	64.4
3. Adilabad	54.0
4. Khamman	42.0
5. Srikakulam	12.6
6. Vijayanagram	9.2
7. Warangal	30.0

Note : Surveys carried out only in tribal areas of the above mentioned districts.

Arunachal Pradesh	38.0
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***Assam**

1. Sibsagar	13.2
2. Lakhimpur	30.1
3. Dibrugarh	19.0
4. Kamrup	26.5
5. Goalpara	40.2
6. Darang	31.5
7. Uniter Mikir and H.S. Hills	12.9
8. Cochar	1.5
9. Nowgaon	20.9

Bihar

1. Champaran (East)	64.5
2. Champaran (West)	51.2
3. Palamau	20.9
4. Saran	35.5
5. Darbhanga	23.2
6. Saharsa	20.5
7. Purnea	25.5
8. Santhal Pargana	23.5
9. Ranchi	10.2
10. Muzaffarpur	41.7
11. Hazaribagh	3.2

Gujarat

1. Bharuch	31.7
2. Valsad	36.5
3. Baroda	16.8
**4. Surat	22.7

Haryana

1. Ambala	26.0
2. Gurgaon	6.5

Himachal Pradesh

1. Sirmor	35.8
2. Mandi	20.9
3. Bilaspur	25.7
4. Kangra	41.2
5. Mahasu	39.9
6. Simla	41.6
7. Solan	39.9
8. Una	41.2
9. Hamirpur	41.2
10. Kullu	41.6

Jammu and Kashmir

1. Udhampur	30.0
2. Anantnag	35.7
3. Baramullah	38.2
4. Doda	25.4

5. Jammu	27.6	Nagaland	
6. Poonch	26.8	1. Kohima	32.5
7. Kathua	30.5	2. Mokokchung	26.1
8. Rajouri	26.8	3. Twen-sang	50.2
9. Srinagar	26.6	Orissa	
Karnataka		1. Sundergarh	30.3
1. Chickmaglur	41.11	Punjab	
Kerala		1. Gurdaspur	52.3
1. Ernakulam	44.47	2. Hoshiarpur	40.3
Madhya Pradesh		3. Ropar	9.3
1. Shahdol	55.6	Rajasthan	
2. Sidhi	37.8	1. Kota	13.07
3. Raigarh	34.82	Sikkim	37.82
4. Sarguja	41.81	Tripura	17.0
5. Bilaspur	32.50	Uttar Pradesh	
**6. Khandwa	35.00	1. Dehradun	39.7
*7. Kargone	35.00	2. Bijnore	23.2
*8. Betul	35.00	3. Nainital	30.0
*9. Hoshangabad	35.00	4. Deoria	65.0
*10. Chhindwara	35.00	5. Bareilly	35.8
**11. Mandla	35.00	6. Rampur	35.8
*12. Jabbalpur	35.00	7. Kheri	20.0
Maharashtra		8. Shahjahanpur	44.7
1. Jalna	35.0	9. Pilliphit	41.3
2. Aurangabad	35.0	10. Gonda	65.9
3. Amravati	46.16	11. Pouri Garhwal	20.69
4. Wardha	54.92	12. Meerut	24.90
5. Bildhana	49.53	13. Almora	40.0
6. Satara	29.29	14. Pithoragarh	40.0
**7. Dhule	16.50	15. Chamoli	40.0
Manipur	32.0	16. Tehri Garhwal	3.5
**Meghalaya		17. Uttar Kashi	40.0
1. Garo Hills	2.3	**18. Basti	20.0
2. United Khasi and Jaintia Hills	7.0	**19. Gorakhpur	18.6

20. Badaun	5.5
21. Behraich	20.2
22. Ghaziabad	10.7
23. Agra	14.05
24. Saharanpur	46.66
25. Muzaffarnagar	31.58
West Bengal	
1. Cooch Bihar	21.7
2. Darjeeling	34.5
3. Jalpaiguri	33.2
4. Malda	10.3
5. West Dinajpur	14.8
Mizoram	68.6
Goa	27.5
Union Territories	
Chandigarh	11.2
Dadra and Nagar Haveli	22.7
Delhi	29.9

*Survey done by State Government.

**Survey done by ICMR.

[*Translation*]

Contract Labour System

3628. SHRI NARSINH MAKWANA : Will the Minister of LABOUR be pleased to state :

(a) whether Government have abolished the contract labour system in coal mines;

(b) whether the contract labour system prevailing in other fields would also be abolished;

(c) if so, whether any time schedule has been fixed for the purpose;

(d) whether any directives have been issued to abolish the contract labour system prevailing in several public sector undertakings; and

(e) if so, whether Government propose to enact legislation for total abolition of the contract labour system ?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : (a) The Central Government have prohibited employment of contract labour in certain operations in the coal mines.

(b) and (c). The Contract Labour (Regulation and abolition) Act, 1970, does not envisage complete abolition of the contract labour system. The Act provides for the abolition of employment of contract labour system in certain circumstances and for the regulation of employment of contract labour in other cases. The Government are committed to the abolition and regulation of employment of contract labour system within the frame work of the provisions of Contract Labour (Regulation and Abolition) Act, 1970.

(d) No, Sir.

(e) No, Sir.

[*English*]

Production of Sugar

3629. SHRI MOHD. MAHFOOZ ALI KHAN :
SHRI AMARSINH RATHAWA :
DR. KRUPASINDHU BHOI :

Will the the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether sugar production in the country in 1988 has been an all time record;

(b) if so, the percentage increase in sugar production over last year;

(c) the anticipated percentage increase in the export of sugar and corresponding decrease in the imports as a result thereof; and

(d) whether prices of sugar in the domestic market are likely to come down as a result of the record sugar production, if so, to what extent and if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL

SUPPLIES (SHRI D.L. BAITHA) : (a) and (b). Yes, Sir. The production of sugar during the current 1987-88 sugar year was 90.19 lakh tonnes upto 31st July, 1988 showing an increase of 7.2% over last year's production on the corresponding date.

(c) and (d). The estimated consumption of sugar during the current 1987-88 season is expected to be above 93 lakh tonnes as against 87.51 lakh tonnes in 1986-87 and 83.53 lakh tonnes in 1985-86. In view of the increased level of internal consumption, despite increase in sugar production the export of sugar is limited to small quantities of preferential quota. Import of sugar if any, will be decided after considering domestic availability, demand and other relevant factors.

The open market price of sugar has been generally steady for the last two years. Government has taken measures to contain the price increase.

Complaints regarding Non-Maintenance of Aeroplanes

3630. SHRI K.P. UNNIKRISHNAN : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the number of Aircrafts presently under operation on regularly scheduled flights of the Indian Airlines;

(b) the number of Aircrafts in the fleet that the Indian Airlines require to meet the requirements of all the scheduled flights according to scientific Aviation norms;

(c) whether intensive use leaves little time for regular maintenance of these Aircrafts;

(d) whether complaints have been received from operational and commercial departments of the IAC to this effect; and

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

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) The following number of aircraft are presently under operation on regular schedule flights of Indian Airlines :

Type of Aircraft	Number
Airbus A-300	11
B-737	27
F-27 (Fokker Friendship)	2
HS-748 (Avro)	6
	46

The above includes 2 B-737 and 1 HS-748 aircraft which were involved in accident and are at present out of service.

(b) Requirement of aircraft depends on several factors like flight scheduling, pattern of operations, cushioning between two flights, hours of operations etc. According to Indian Airlines calculations, the Corporation is at present short of capacity equivalent to 5 B-737 aircraft.

(c) No, Sir.

(d) No, Sir

(e) Does not arise.

Cancer Detection Camps

3631. SHRI HARIHAR SOREN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Cancer detection camps are being organised under Centrally sponsored scheme;

(b) if so, the State where such cancer detection camps have been organised; and

(c) the arrangement made for the treatment of the persons who are detected as cancer patients ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) No, Sir.

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

Transfer of Flats of Deceased Allottees

3632. SHRI KAMLA PRASAD RAWAT : Will the Minister of URBAN DEVELOPMENT be pleased to refer to the reply given on 1 May, 1988 to Unstarred

Question No. 10086 regarding transfer of D.D.A. flats of deceased allottees and state :

(a) the progress made so far in finalising the pending cases, colony wise and category-wise;

(b) the number of cases still pending, colony-wise; and

(c) the time likely to be taken to finalize all the cases ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) to (c). The information is being collected and will be laid on the Table of the Sabha.

Package Tour to Tea Gardens for British

3633. SHRI SANAT KUMAR MANDAL : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether there is any proposal for package tour of the tea gardens for the British;

(b) if so, the object of the tea-tour and the estimated expenditure involved; and

(c) the source of expenditure ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) The Department of Tourism have written to the Tea Board of India, the United planters Association of South India and private travel agents to package tours of tea gardens combining them with adventure and wild-life tours of the area.

(b) and (c). The object of such tours is to offer a more varied travel product to the tourists visiting India, to generate greater interest in Indian tea in the international market and thus generally to increase India's foreign exchange earnings both from tourism and marketing of tea. The expenditure on such tours will be borne by the tourists who buy such tours. The Government is not planning to subsidise such tours. A net profit is expected to be made by the tour operators selling these tours.

[*Translation*]

Streamlining of Public Distribution System

3634. SRHI JAGDISH AWASTHI : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether Government have issued certain directions to the State Governments to streamline the Public Distribution System;

(b) whether Government have discovered some loopholes in the Public Distribution System; and

(c) if so, the details of such shortcomings and the instructions issued by the Government to remove them ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) Improvement and streamline of Public Distribution System in the country is a continuous process. The Central Government has been, from time to time, advising the States/UTs in this regard.

(b) and (c). Due to the large magnitude of the PDS network in the country, the occurrence of some problems of a localised nature cannot be completely ruled out. Corrective measures on these are taken by the State/UT Administrations, as and when required.

[*English*]

Pathological Services in C.G.H.S. Dispensaries

3635. SHRI SWAMI PRASAD SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether certain pathological services are being provided in allopathic dispensaries under OGHS in Delhi;

(b) if so, the details thereof;

(c) whether Government propose to increase the existing pathological services in allopathic dispensaries under the C.G.H.S.;

(d) if so, the details thereof; and

(e) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE
MINISTRY OF HEALTH AND FAMILY
WELFARE (KUMARI SAROJ
KHAPARDE) : (a) to (e). Yes, Sir. The

name of C.G.H.S dispensaries having
Pathological Laboratory is given in the state-
ment below. At present no proposal to
increase the existing pathological services is
under consideration due to financial con-
straints.

Statement

List of Laboratory under CGHS Dispensaries

Sl. No.	North Zone	Central Zone	South Zone
1	2	3	4
1.	Ashok Vihar	Faridabad	Kasturba Nagar-I.
2.	Darya Ganj	Chitra Gupta Road	Laxmibai Nagar.
3.	Dev Nagar	Wellesly Road	Moti Bagh
4.	Kingsway Camp	Ghaziabad	R.K. Puram-III
5.	Pusa Road	Central Sectt.	Serojini Ngr. Mkt.
6.	Rajouri Garden	Parliament House Annexe	Srinivasपुरी
7.	Rajpur Road	Gurgaon	Lajpat Nagar
8.	Shahdara	R.K. Puram Hosp.	Dakshin Puri
9.	Shakurbasti	Minto Road	Kalkaji (not started)
10.	Subzi Mandi		
11.	Tilak Nagar		
12.	Paschim Vihar		
13.	Nangal Raya		
14.	Vivek Vihar		

Introduction of Express Train between New Cooch-Bihar/New Alipurduar/Howrah

3636. SHRI AMAR ROYPRADAHN :
Will the Minister of RAILWAYS be pleased
to state :

(a) whether Government propose to
introduce a new express train from New
Cooch Bihar/New Alipurduar to Howrah/
Sealdah; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE
MINISTRY OF RAILWAYS (SHRI
MADHAVRAO SCINDIA) : (a) No, Sir.

(b) Does not arise.

Increase in Speed of Superfast Mail and Express Trains

3637. SHRIMATI USHA
CHOUDHARY : Will the Minister of
RAILWAYS be pleased to state :

(a) whether Government propose to
increase the speed of the superfast mail and
express electric trains from 100 km. ph to
110 km. ph; and

(b) if so, the names of such trains ?

THE MINISTER OF STATE OF THE
MINISTRY OF RAILWAYS (SHRI
MADHAVRAO SCINDIA) : (a) and (b)
Increasing the speeds within the maximum

permissible limits is an on going process involving different trains from time to time.

**Direct Link between Ahmedabad
and Punjab**

3638. SHRI HAROOBHAI MEHTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether any proposal to construct a direct railway link between Ahmedabad and Punjab has been received by the Railways; and

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

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Requests have been received for direct B.G. rail line from Ahmedabad to Punjab *via* Bikaner.

(b) There is no proposal to take up the construction of the suggested B.G. rail line.

**Newsitem Captioned "Bizarre Display
of Fire Fighting"**

3639. SHRI DAULATSINHJI JADEJA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government's attention has been drawn to the newsitem appearing in the "Times of India" dated 9 July, 1988 captioned "Bizarre Display of fire-fighting" ;

(b) if so, the details thereof;

(c) the action taken or being taken against the officers responsible; and

(d) the steps taken to ensure that fire fighting training attains higher standards ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) Yes, Sir.

(b) A mock fire fighting exercise was arranged at I.G.I. Airport on 7.7.88 to demonstrate I.A.A.I.'s fire rescue equipment and other capabilities. The exercise was widely acclaimed by a number of newspapers. The "Times of India" however reported that

the rehearsal was disorderly. This does not appear to be correct.

(c) Does not arise.

(d) The fire-fighting personnel are imparted training in IAAI's training centre. Senior officials are deputed for training at the National Fire Service College, Nagpur and Institutions abroad. Daily P.T. exercise, drills and medical check-up are prescribed to ensure physical fitness and efficiency of the fire-fighting crew.

Samastipur/Darbhanga Railway Line

3640. SHRI RAM BHAGAT PASWAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government has received the survey report for Samastipur-Darbhanga railway line;

(b) if so, whether the construction of this line is proposed to be undertaken; and

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

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir.

(b) and (c). The parallel B.G. line, in lieu of Gauge Conversion earlier approved, would cost Rs. 26 crore and is assessed to be financially unremunerative. No decision on its construction has been taken so far.

[Translation]

**Removal of Jhuggies from Gole
Market Area**

3641. SHRI MANVENDRA SINGH : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) the action taken by Government upto 30 June, 1988 to remove the jhuggies from DIZ area, Gole Market, New Delhi;

(b) the reasons for delay in removing these jhuggies; and

(c) the time by which all the jhuggies will be removed ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT

(SHRI DALBIR SINGH) ; (a) and (b). Notices have been served to vacate the land. Jhuggi dwellers in Sector-IV have however, obtained a stay order from the Court.

(c) The jhugges will be removed after the stay is vacated.

[English]

Allocation of Land to Private Builders for Houses

3642. SHRI K.S. RAO : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether Government are considering to permit private builders to raise foreign loans, construct houses and collect payment from purchasers as per the Delhi Development Authority guide lines;

(b) whether there is any proposal to allocate land to private builders to take up such projects; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) (a) No, Sir.

(b) No, Sir.

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

Physical Verification of Work Force in Railways

3643. PROF. MADHU DANDAVATE : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a ban on fresh recruitment in the Railways since 1980 except for recruitment against sports quota and relations of employees who die while in service;

(b) if so, whether the work force is steadily on the increase inspite of the ban and normal retirement of employees on superannuation;

(c) if so, whether there is a system of periodical physical verification to ensure against fictitious payments; and

(d) if so, when was such verification last carried out ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) No, Sir. There has been no total ban on fresh recruitment in the Railways since 1980. Some limited ban imposed on filling up of non-operational posts has also been since relaxed in 1986.

(b) The total strength in the Railways in 1983-84 was 15.92 lakh which has marginally increased to 16.12 lakh in 1986-87. This increase is attributable to additional staff sanctioned in connection with operation/maintenance of new assets/new organisations set up during this period for handling additional traffic/workload.

(c) Payment of salaries in cash through cashiers is arranged in the presence of a witnessing official—normally a supervisor-nominated by the Bill Drawing Officer to facilitate physical verification. Thumb impression registers are also maintained. Witnessing of payment on surprise basis and verification of thumb impression are also carried out periodically by accounts.

(d) The verification mentioned in (c) above in its very nature is a continuous process.

Railway Projects in West Bengal

3644. SHRI SOMNATH CHATTERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) the number of the railway projects under construction in West Bengal;

(b) the year since when these projects are under construction;

(c) the amount sanctioned for each of these projects during the last three years; and

(d) the progress made so far in the work at each of these projects ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) to (d). Details of major Metropolitan Transport and New Line railway projects approved for construction in West Bengal are as under :

S. No.	Project	Year of approval	Outlay provided (Rs. crores)			Progress upto 6/88
			86-87	87-88	88-89	
1.	Calcutta-Metro Railway	72-73	78.00	89.00	77.00	71%
2.	Calcutta Circular Railway	84-85	5.50	3.65	3.80	76%
3.	Tamluk-Digha	84-85	1.00	3.00	3.00	5%
4.	Lakshmikantapur-Nemkhana	87-88	—	1.00	2.29	9%
5.	Howrah-Amta/ Champadanga	74-75	(Token Rs. 1 thousand each year)			33%**
6.	Eklakhi-Balurghat	83-84	0.50 (Token Rs. 1 thousand each year)			3%**

**Santragachi-Bargachia section of Howrah-Amta/Champadanga project was opened in 1984. It has not been possible to progress the work of remaining portion of this project and of Eklakhi-Balurghat project due to constraint of resources.

Payment of EPF Dues to Retired Employees in Kerala

3645. SHRI SURESH KURUP : Will the Minister of LABOUR be pleased to state :

(a) the number of cases pending in Kerala for the settlement of provident fund dues of retired employees;

(b) the reasons for delay in settling these cases; and

(c) the steps taken to speed up the settlement of pending cases ?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : (a) to (c). The information is being collected and will be laid on the Table of the Lok Sabha.

Increase in quota of edible oil for Kerala

3646. SHRI SURESH KURUP : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether Government are aware that the quota of Palmolein allotted to Kerala for distribution through the Public Distribution System is inadequate as per the requirement of the State;

(b) whether intend to increase the quota, if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI SUKH RAM) : (a) to (c). The allocation of imported edible oil including palmolein is made to States/UTs, keeping in view the reasonable demand from State/UTs, prices of indigenous oils in the open market, availability of foreign exchange, stocks of oil with STC, festival seasons, and other related factors. Allocation of imported edible oils is to supplement the availability of indigenous edible oils in the open market rather than to meet the entire requirement of a State/UT.

Relief to South-Bound Passengers from Howrah

3647. SHRI SURESH KURUP : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a proposal under consideration of Government to attach non-reserved bogies for Trivandrum and Mangalore in Guwahati-Cochin/Trivandrum and weekly Howrah-Cochin Express train to mitigate the hardship of south-bound passengers;

- (b) if so, details thereof; and
- (c) if not, reasons therefor ?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
MAHABIR PRASAD) : (a) No, Sir.

- (b) Does not arise.
- (c) Adequate non-reserved coaches are already available in these trains.

**Introduction of Superfast Passenger
Train between Trivandrum and
Howrah**

3648. SHRI SURESH KURUP : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to introduce a superfast passenger train between Trivandrum and Howrah;

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

(c) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
MAHABIR PRASAD) : (a) No, Sir.

(b) Does not arise.

(c) Not feasible due to operational constraints.

Dual Policy on edible oil

3649. SHRI H.B. PATIL : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether Government propose to formulate a dual pricing policy for blended edible oils be sold through the Public Distribution System;

(b) if so, the details thereof;

(c) whether any study has been conducted in this regard; and

(d) if so, the recommendations thereof ?

THE DEPUTY MINISTER IN THE
MINISTRY OF FOOD AND CIVIL

SUPPLIES (SHRI D.L. BAITHA) : (a)
No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

New Method to Check Rat Menace

3650. SHRI H.B. PATIL : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether rodents cause considerable damage to foodgrains;

(b) if so, whether it is a fact that the scientist of Central Food Technological Research Institute (CFTRI) have developed a new method to overcome this menace; as reported in Hindustan Times dated 1 July, 1988; and

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

THE DEPUTY MINISTER IN THE
MINISTRY OF FOOD AND CIVIL
SUPPLIES (SHRI D.L. BAITHA) : (a) No systematic/comprehensive studies have been made to estimate the damage caused to foodgrains by rodents.

(b) and (c). CFTRI, Mysore have carried out recently studies on the behavioural pattern of rats under various environmental situations. The rat control measures will be modified on getting final recommendations from CFTRI.

Transportation of Foodgrains

3651. SHRI B.L. SHAILESH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the movement of foodgrains suffered a severe set-back during April-June quarter of the current financial year resulting in the Railways losing one million tonnes of foodgrain traffic; and

(b) if so, the reasons therefor ?

THE DEPUTY MINISTER IN THE
MINISTRY OF RAILWAYS (SHRI
MAHABIR PRASAD) : (a) During the first quarter of 1988-89 (April to June

1988) the traffic in foodgrain fell short of the target by 0.77 million tonne.

(b) Due to lesser offer of traffic.

Arrangement to Cope with Kumbh Mela Traffic

3652. DR. B.L. SHAILESH : Will the Minister of RAILWAYS be pleased to state :

(a) whether Railways have worked out any plan to handle the traffic during the ensuing Kumbh Mela in Allahabad early next year;

(b) if so, the total number of special trains proposed to be run to cope with the traffic and the details regarding the amenities to be provided to passengers expected to come to the holy Sangam; and

(c) the other steps taken to gear up the various departments of the Northern Railway to cope with the Kumbh Mela traffic in particular ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) to (c). Railways have always cleared this traffic smoothly. This year also adequate arrangements will be made in liaison with civil authorities.

Training for Loco Running Staff

3653. DR. B.L. SHAILESH : Will the Minister of RAILWAYS be pleased to state :

(a) whether any long-term plan is being formulated as part of the Railways' safety scheme to improve staff performance in Traffic Engineering, Locomotives, Carriage and Wagons, Electrical and Signal departments in view of the increase in the number of accidents recently and the latest technological advancement in these fields; and

(b) if so, the broad features thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) and (b). Yes, Sir. The various measures being taken are as under :

1. Periodical refresher training to staff belonging to various disciplines.

2. Specialised courses to suit specific needs.

3. Promotional courses to equip them for performing multifarious functions carrying higher responsibilities.

4. Special conversion course for drivers with progressive switch from steam to diesel/electric traction.

5. Computerised loco simulators being procured for developing better training facilities for drivers.

6. A Centre for advanced maintenance technology is being set up.

7. Training of trainers in the Zonal Training Schools.

8. Use of modern teaching aids viz. Audio visuals, slide projectors, etc.

9. Provision of Auxiliary Warning System to supplement vigilance on the part of the drivers.

Deposit of Ground Rent of Multi-Storeyed Flats

3654. DR. B.L. SHAILESH : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether Government are aware that while the builders of multi-storeyed flats in commercial complexes in the capital recover the ground rent from the lessees/occupants/tenants, they do not deposit the same with the Delhi Development Authority with the result that the latter serve notices and impose penal interest for non-payment; and

(b) if so, the action is proposed to be taken to set matters right and put an end to such irregularities by the builders/landlords of these commercial complexes and allow the lessees/tenants/occupants to remit the ground rent direct to the D.D.A. ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) The DDA is unaware about the unscrupulous practice adopted by the builders of the multi-storeyed flats in commercial complexes in not depositing the amount of ground rent which they

recover from the space buyers/tenants/occupants. The allottees/lessees of plots are under contractual obligation to pay the ground rent to the DDA. If they fail to do so the Lessor/DDA is within its rights under the terms and conditions of the auction/lease deed to issue notices and impose penal interest for non-payment of ground rent.

(b) DDA has been issuing notices to the lessees for non-payment of ground rent. If the payment of ground rent is not made within the stipulated time, interest @ 10% per annum on the belated payment is payable by the lessee.

Facilities to Tourists Visiting Maharashtra

3655. SHRI ASHOK SHANKARRAO CHAVAN : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government have been providing necessary infrastructure and other assistance like guides etc. at all the tourist spots including Maharashtra State to help the tourists;

(b) whether Government have surveyed as to whether these facilities/infrastructure are sufficient to meet the requirements of tourism; and

(c) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) to (c). The Department of Tourism provides infrastructure, guides and other facilities at tourist spots depending on the actual requirement of tourists at each place. The requirements of tourists are assessed from time to time and development of facilities is undertaken with the combined resources of the Centre, the State Government and the private Sector. The Central Department of Tourism provides financial assistance to States for creation of tourism infrastructure at tourist centres on the basis of specific proposals received from the State Governments, provided the projects fall within the purview of the approved plan schemes of the Department. The Plan schemes under which financial assistance is

provided by the Department include Yatri Niwases, Wildlife Tourism; Cultural Tourism, Beach Tourism, Adventure Tourism, infrastructure Development at Tourist Centres, etc. During the Seventh Five Year Plan so far, the Department has sanctioned Rs. 96.42 lakhs for development of tourist infrastructure in Maharashtra.

Construction Activities by CPWD

3656. SHRIMATI JAYANTI PATNAIK : Will the Minister of URBAN DEVELOPMENT be pleased to refer to the reply given on 14 March, 1988 to Unstarred Question No. 2602 regarding construction activities by the CPWD and state :

(a) whether the ban order has been relaxed;

(b) if so, when the glazing works would be taken up; and

(c) the funds earmarked therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) No. The relaxed ban orders lay down that while essential maintenance of Government buildings may be done in 1988-89, no improvements to existing flooring and walls, panelling etc., to cater to personal preferences can be done.

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

[Translation]

Liberalised Vanaspati Licences

3657. SHRI VILAS MUTTEMWAR : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether the policy for setting up vanaspati units has been liberalised and priority is being given to the cooperative sector;

(b) if so, the number of licences given during the last two years; and

(c) the number of proposals under consideration and the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) As per the existing policy, the following order

of priority has been fixed for setting up of vanaspati units :

- (i) Cooperatives of Oilseed Growers, Agro Industries, Ex-Servicemen Cooperatives, SC/ST Cooperatives;

- (ii) Public Sector;

- (iii) Joint Sector;

- (iv) Private Sector.

(b) Nine letters of intent have been issued during 1986-1988 (till July).

- (c) A statement is given below.

Statement

*Gist of Application under Consideration for Grant of Vanaspati Licence
(State-wise) as on 18.8.1988*

Sl. No.	State/Union Territories	Application for Expansion	Application for setting up new Units				Total
			Public Sector	Coop. Sector	Joint Sector	Private Sector	
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	2	—	—	—	4	6
2.	Assam	2	—	—	—	2	4
3.	Bihar	—	—	—	2	2	3
4.	Gujarat	2	—	—	—	—	2
5.	Haryana	1	—	3	1	5	10
6.	Himachal Pradesh	—	1	1	—	2	4
7.	J and K	—	—	—	—	—	—
8.	Karnataka	3	—	1	—	1	5
9.	Kerala	1	—	—	—	—	1
10.	Madhya Pradesh	1	—	—	1	10	12
11.	Maharashtra	1	—	2	1	3	7
12.	Orissa	—	—	2	3	1	6
13.	Punjab	—	—	1	—	—	1
14.	Rajasthan	—	—	2	—	3	5
15.	Tamil Nadu	2	—	1	—	1	4
16.	Uttar Pradesh	1	—	3	4	9	17
17.	West Bengal	—	1	—	—	1	2
18.	Pondicherry	—	—	—	—	1	1
19.	Nagaland	—	—	—	1	—	1
20.	Tripura	—	—	—	1	—	1
21.	Goa	—	—	—	—	1	1
Total :		16	2	16	13	46	93

[English]

**Differences between DDA and M.C.D.
to Dispose of Garbage and Sewerage
System in Delhi**

3658. PROF. NARAIN CHAND PARASHAR : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether Government are aware of the constant Tussle going on between the DDA and the MCD in relation to the disposal of garbage and the sewerage system in Delhi, contribution to the outbreak of cholera and gastro-enteritis in the city, resulting in the loss of over 170 lives;

(b) if so, the action taken by Government in this regard and whether any enquiry has been ordered as to who was responsible for inaction and dereliction of duty resulting in this human tragedy;

(c) if so, the details thereof;

(d) if not, whether any immediate inquiry would be ordered; and

(e) the steps taken to avoid any such recurrence in future ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) to (e). Cholera and gastro-enteritis are water-borne diseases. Accumulation of garbage and defective drainage/sewerage system may contribute to the contamination of water and out-break of these diseases. Both the disposal of garbage and maintenance of drainage/sewerage system are municipal functions and the M.C.D. have been attending to these all this time. This was, however, not so in the case of resettlement colonies where the DDA was performing these maintenance functions till 31st May, 1988, before their transfer to the M.C.D. Immediately on transfer, no doubt, some deficiencies in the matter of disposal of garbage and maintenance of drainage/sewerage system in these colonies were noticed.

Both the functions are now being attended to by the MCD. Corrective administrative and other measures have already been taken after due investigation. The L.G. of Delhi has ordered a further inquiry into various aspects of the tragedy including the conservancy part to fix responsibility etc. Besides ensuring better disposal of garbage and functioning of drainage/sewerage system, steps have also been taken to supply potable water and preventive health and medical care in the affected areas.

Sugar/vegetable oil factory in Himachal Pradesh

3659. PROF. NARAIN CHAND PARASHAR : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether Government have received any proposal for the setting up of a sugar factory or vegetable oil factory in the co-operative or private sector in Himachal Pradesh during the Seventh Plan;

(b) if so, a brief outline of the project, its date of sanction and the likely date by which it would be set up; and

(c) if no decision has been taken so far, the likely date by which it would be taken ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) to (c). No proposal for setting up of a Sugar factory or a vegetable oil factory in Himachal Pradesh has been received. However, five applications for the setting up of vanaspati units in Himachal Pradesh have been received. Relevant particulars are given in the statement below.

A letter of intent in respect of the application at Sl. No. 3 of the statement has been issued on 23.12.1987. The existing capacity/capacities sanctioned is already in excess of the demand. Creation of further capacity is not envisaged.

Statement

Sl. No.	Name of the applicant	Location	Capacity	Category
1.	M/s. Himachal Pradesh Mineral and Industrial Development Corporation	Kangra	30,000 TPA	Joint/Public Sector
2.	Shri Suraj Prakash	Kangra	12,000 TPA	Private
3.	M/s. H.P. State Industrial Development Corporation Ltd.	Mandi	30,000 TPA	Joint/Public Sector
4.	Shri Raj Kumar Garg	Sirmur	30,000 TPA	Private
5.	M/s. Shah Van. and Allied Judl. Coop Society Ltd.	Nalagarh	15,000 TPA	Coop. Sector

Shortage of EMU Coaches

3660. SHRI AJIT KUMAR SAHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a paucity of Electro Motive Unit coaches;

(b) if so, the details thereof; and

(c) the steps taken so far to increase the production of EMU coaches so that more such coaches could be added to the suburban sections of the country ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) and (b). There is no shortage for the current levels of service.

(c) Annual production capacity in I.C.F. and M/s. Jessop is planned to be augmented.

Air India Agency at Ranchi

3661. SHRI PIYUS TIRAKY : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Air India have its offices at Ranchi, Bihar; and

(b) if so, the details of the staff if not, by what time Air India will establish its branch office at Ranchi ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND

TOURISM (SHRI SHIVRAJ V. PATIL) : (a) No, Sir.

(b) Air India has no plans to establish a branch office at Ranchi. However, a Resident Sales Officer of Air India is positioned at Ranchi.

Vanaspati Units

3662. SHRI CHINTAMANI JENA : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) the number of vanaspati manufacturing units functioning in the country, State-wise;

(b) whether there is a great demand for establishing more vanaspati units in the country;

(c) if so, the details of requests received from States for establishing vanaspati units;

(d) whether Government propose to issue letter of intent to Orissa to establish Vanaspati Units in the State; and

(e) the policy for allowing additional vanaspati units in the States ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) Statement-I is given below.

(b) Yes, Sir.

(c) Statement-II is given below.

(d) Some applications have been received for setting up of vanaspati units in Orissa. These stand *prima facie* rejected.

(e) The parameters on the basis of which creation of additional capacities are considered are demand and consumption of vanaspati in the State, availability of raw materials to sustain requirement of the proposed units etc.

Statement-I

Sl. No.	States/UT	No. of Vanaspati Units functioning
1	2	3
1. Haryana	—	4
2. H.P.	—	1
3. J and K	—	2
4. Punjab	—	9

1	2	3	4
5. Rajasthan	—	5	
6. U.P.	—	10	
7. Delhi	—	2	
8. A.P.	—	6	
9. Karnataka	—	5	
10. Tamil Nadu	—	5	
11. Assam	—	1	
12. Bihar	—	1	
13. Orissa	—	1	
14. West Bengal	—	6	
15. Gujarat	—	10	
16. M.P.	—	5	
17. Maharashtra	—	11	
Total		—	84

Statement-II

Gist of Application under Consideration for Grant of Vanaspati Licence (State-wise) As on 18.8.88.

Sl. No.	State/Union Territories	Application for Expansion	Application for setting up new Units				Total
			Public Sector	Coop. Sector	Joint Sector	Private Sector	
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	2	—	—	—	4	6
2.	Assam	2	—	—	—	2	4
3.	Bihar	—	—	—	1	2	3
4.	Gujarat	2	—	—	—	—	2
5.	Haryana	1	—	3	1	5	10
6.	Himachal Pradesh	—	1	—	—	—	4
7.	Jammu and Kashmir	—	—	—	—	—	—
8.	Karnataka	3	—	1	—	1	5
9.	Kerala	1	—	—	—	—	1
10.	Madhya Pradesh	1	—	—	1	10	12

1	2	3	4	5	6	7	8
11. Maharashtra		1	—	2	1	3	7
12. Orissa		—	—	2	3	1	6
13. Punjab		—	—	1	—	—	1
14. Rajasthan		—	—	2	—	3	5
15. Tamil Nadu		2	—	1	—	1	4
16. Uttar Pradesh		1	—	3	4	9	17
17. West Bengal		—	1	—	—	1	2
18. Pondicherry		—	—	—	—	1	1
19. Nagaland		—	—	—	1	—	1
20. Tripura		—	—	—	1	—	1
21. Goa		—	—	—	—	1	1
Total		16	2	16	13	46	93

Separate Wage Board for Hotel Industry

3663. SHRI C.K. KAUPPUSWAMY : Will the Minister of LABOUR be pleased to state :

(a) whether Government propose to form a separate wage board for hotel industry;

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

(c) the details of the prevailing system to monitor the wage patte of star rated hotels in the private sector ?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : (a) No. Sir.

(b) The Government feels that as far as possible, wage issues should be resolved and settled through bipartite mechanism, and where this was not possible, tripartite mechanism should be resorted to or the dispute should be referred to voluntary arbitration. Voluntary arbitration should be preferred to adjudication. In the States/ Union Territories where the employment in hotels, eating houses, etc, is a scheduled employment under the Minimum Wages Act, 1948, the concerned State Governments/ Union Territory Administrations fix the rates

of wages in accordance with the provisions of the Act.

(c) Most of the State Governments/Union Territory Administrations have added the "Employment in Hotels, Eating Houses etc." to the Schedule to the Minimum Wages Act 1948. Thus the minimum rates of wages for these workers are fixed/revised as per the provisions of Minimum Wages Act 1948.

Use of Obsolete Technology by Edible Oil Expellers

3664. SHRI LAKSHMAN MALLIK : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether use of obsolete technology by edible oil expeller industry is causing huge loss of edible oils;

(b) whether any study has been conducted in this regard;

(c) if so, the details thereof; and

(d) the follow-up action taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) to (c). Due to inefficient ghanies and expellers, 9 per cent oil is left in the cake, a part of

which is not extracted and is used as animal feed.

(d) Efforts are being made for improving ghanies and expellers. Excise rebate is being provided for refining of solvent extracted oil for its use in the manufacture of vanaspati so as to divert larger quantities of cake for extraction.

Poor State of Hygiene and Cleanliness of Safdarjung Hospital

3665. SHRI KAMLA PRASAD SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the state of hygiene and cleanliness of the Safdarjung Hospital is poor; and

(b) if so, the reasons therefor; and the effective steps if any, Government propose to take in the matter ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) The administration of Safdarjung Hospital tries to keep the state of hygiene and cleanliness in the Safdarjung Hospital good keeping in view the extraordinary overcrowding by the patients and their relatives from the villages and far-flung areas of Delhi and outside Delhi who are generally illiterate.

(b) Does not arise.

Bed Capacity of Safdarjung Hospital

3666. SHRI KAMLA PRASAD SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the bed capacity of Safdarjung Hospital, beds ward/unit-wise, and the occupation rate thereof;

(b) how many patients are put on the floor and how many patients share beds on an average per day; and

(c) the steps taken/proposed to improve the bed situation to ensure that no patient is put on the floor and is compelled/forced to share another's bed ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) A statement is given below.

(b) No specific data is available. However, occasionally when there is a heavy load of patients in Obstetrics and Gynaecology wards, they are required to put on floor beds and share beds with other patients. During Emergency the child patients sometimes have to share only the adult size beds.

(c) In order to relieve the pressure of overcrowding in the hospital normal patients are discharged at the earliest. Further action has already been taken to establish three 500 bedded hospitals and seven 100 bedded hospitals under the control of Delhi Administration.

Statement

Speciality-wise Distribution of Bed Strength and Average Occupancy Rate

SR. No.	Specialities	Beds Alllocated	Wards	Average Occupancy Rate
1	2	3	4	5
1.	General Surgery Including Surgical Emergency beds-25	157	1,24,25 & Wd.B.	117.8%
2.	Tetanus	8	14	75.0%
3.	Paediatric Surgery	35	19	142.8%

1	2	3	4	5
4. Cancer Surgery/Chemoradio Therapy	77	15 & 2	81.8%	
5. Neuro-Surgery	26	16	68.2%	
6. Cardio-thoracis Surgery	12	16	73.2%	
7. Orthopaedics (including Rehab. Beds-15)	150	27,28,29	134.9%	
8. Burns and Plastic Surgery	74	22 & 23	96.3%	
9. E.N.T.	24	17	77.0%	
10. Eye	38	17	60.9%	
11. Gynae and Obstetrics 87 + 171	258	3,4,5,6,7, 8,9,10	152.8%	
12. Medicine (Idcluding Heamatology Nuclear Medicine and Medical Emergency beds-25	178	11,12,13 & wd.-A	110.7%	
13. Neurology	8	16	60.9%	
14. Dermatology (Including Leprosy)	12	Ward-C	83.3%	
15. Paedladiatrics	150	18,20, & 21	100.8%	
	1207			
16. Neo-Natal	174	Nursery 5 and 9 and Maternity Ward	115.5%	

Assistance for Development of Small and Medium Towns	State/Name of Town	Rs. in lakhs.
3667. SHRI PURNA CHANDRA MALIK : Will the Minister of URBAN DEVELOPMENT be pleased to state the total amount sanctioned by Union Government for each of the towns State-wise which have been included under the centrally sponsored scheme for Integrated Development of small and Medium Towns during 1988-89 ?	Uttar Pradesh	
	Hathras	18.00
	Almora	17.00
	Bijnor	16.00
	Badaun	17.00
	Kashipur	14.00
	Barabanki	4.00
	Fatehpur	5.12
THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : Central assistance released during 1988-89 (till 31.7.88) for the on-going projects is as under :	West Bengal	
	Purulia	3.22
	Siliguri	5.07

Air India Earnings on Gulf Route

3668. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the total earnings of Air India from the gulf route during 1987-88;

(b) the earnings from this route during the first quarter of 1988-89; and

(c) how it compares with the total earnings of Air India from foreign routes during the same period ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) The total earnings of Air India from Gulf route during 1987-1988 is Rs. 299.12 crores.

(b) The total earning from Gulf route during April-May, 1988 is Rs. 55.88 crores. Figures for June, 1988 are not yet available.

(c) Total earning of Gulf route of Rs. 299.12 crores from 32.6% of system-wise scheduled services revenue of Rs. 917.67 crores during 1987-88. Total Gulf earnings of 55.88 crores form 35.9% of systemwise scheduled services revenue of Rs. 155.73 crores during April-May, 1988.

Self Employment Scheme

3669. SHRIMATI JAYANTI PATNAIK : Will the Minister of LABOUR be pleased to state :

(a) the details of Centrally sponsored self-employment schemes which have been introduced in different States;

(b) the Central assistance being provided to the unemployed youth under those schemes;

(c) whether State Governments are also providing assistance to the un-employed youths under those schemes;

(d) if so, the details thereof ?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : (a) to (d). A statement is given below.

Statement

From the information available the following Centrally Sponsored Schemes are being implemented for the promotion of self employment :

(1) *Strengthening of Employment Exchanges/UEIGEs* for Promotion of Self Employment*

This scheme is presently in operation in 28 selected districts to create awareness among job seekers, motivate them to take up self employment and assist them in obtaining necessary inputs required for setting up self employment ventures from different sources. The expenditure on salaries is to be borne by the Central Government subjected to a limit of Rs 60,000 per district, per annum, and all other expenditure is to be borne by State Governments.

(2) *Science and Technology Entrepreneurship Development (S.T.E.D.)*

The objective of the scheme is to provide integrated information and guidance to prospective entrepreneurs belonging to the Science and Technology stream on the potential opportunities based on untapped/unutilised resources to generate more employment opportunities. Grants-in-aid of Rs. 32.27 lakhs have been given for the implementation of the scheme during the 7th Plan Period in 11 districts located in 10 States. The State Government concerned do not provide assistance under the scheme but are the implementing agencies.

*University Employment Information and Guidance Bureaux.

(3) *Integrated Rural Development Programme*

The Integrated Rural Development Programme (IRDP) is to assist the families below the poverty line in the rural areas to cross this line by taking up self employment ventures. This scheme is funded by the Centre and the State Governments on 50:50 basis. Training for Rural Youth for Self Employment (TRYSEM) and development of women and children in rural areas (DWCRA) are two important components of IRDP

2. The objective of TRYSEM is to provide technical skills to rural youth to take up self employment. The cost towards stipend, honorarium, raw material supply of tool kit, etc. are met out of the IRDP allocation.

3. The Programme Development of Women and Children in Rural Areas seeks to provide income generating activities to women which will have a positive impact on the economic and National status of the family. Each women is given one time grant of Rs. 15000 which is shared equally by the Government of India, State Government and the UNICEF. In the case of Union Territories the Government of India contributes Rs. 10,000 and UNICEF Rs. 5000.

**Allotment of Book-Stalls to M/s.
Gulab Singh and Sons**

3670. SHRIMATI GEETA
MUKHERJEE :
SHRI RAMASHRAY PRASAD
SINGH :

Will the Minister of RAILWAYS be pleased to state :

(a) the policy laid drawn by the Railways in regard to allotment of book-stalls at Railway stations;

(b) whether Government have received representations against allotment of book-stalls to the agents/vendors of M/s. Gulab Singh and Sons in Ferozepur; Delhi and Ambala Divisions;

(c) if so, the action taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) As per policy, new bookstall contracts are to be allotted to Co-operative Societies of actual workers/vendors and Co-operative Societies of unemployed graduates, Partnerships and Associations of unemployed graduates and individual unemployed graduates.

(b) Yes, Sir.

(c) Allotment of bookstalls is being done as per the extant policy and in the light of

the judgement of Supreme Court on this issue.

**Deaths due to Poisonous Gas Leaked
from Tube-Well s**

3671. SHRI KRISHNA SINGH :
SHRI MAHENDRA SINGH :
SHRI BIRENDRA SINGH :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government's attention has been drawn to the reports that around 30 persons died of poisonous gas leakage from tube-wells in Haryana (Karnal and Panipat districts) and Punjab;

(b) if so, the details thereof including the nature of the gas and the factors responsible for the production of such a poisonous gas;

(c) the number of persons afflicted by the poisonous gas and how many have been treated and have recovered; and

(d) the steps taken to tackle this problem ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (d). Requisite information is being collected and will be laid on the Table of the Sabha.

Fake Land Transaction in Delhi

3672. SHRI BANWARI LAL
PUROHIT :
SHRIMATI PATEL RAMABEN
RAMJIBHAI MAVANI :
SHRI H.N. NANJE GOWDA :
SHRI UTTAMBHAI H.
PATEL :
SHRI V. TULSIRAM :
DR. CHANDRA SHEKHAR
TRIPATHI :

Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether the Crime Branch has recently arrested some persons in connection with the sale of plots of land and flats on forged documents;

(b) if so, the details thereof; and

(c) the action contemplated by Government against the persons involved?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) Yes, Sir.

(b) Details are as per statement below.

(c) Action is being taken as per Law.

Statement

1. *Case FIR No. 355 dated 8-10-87 u/s 406/420/468/471/120-B IPC, P.S. Lajpat Nagar.*

One Mohan Lal Arora s/o Sh. Gopal Dass r/o E-257 East of Kailash, New Delhi reported that he has been cheated at the hands of S/Shri Hukam Chand Mehta Prop. Mehta Property Dealers, Lajpat Nagar, New Delhi, O.P. Dakolia, Junior Legal Officer, DDA and Tara Chand Dika an Ex-employee of DDA. The complainant Shri Mohan Lal Arora approached Sh. Hukam Chand Mehta property dealer for purchase of some DDA plots. This property dealer then introduced the complainant to S/Shri Dakolia and Dika and these persons assured him that plot No. C-555 in Greater Kailash II was a residential scheme plot and could be sold to him directly. The actual cost of the plot measuring 180 sq.mtrs was Rs. 17600, but he was told by them that he has to pay Rs. 5 lacs for the plot. The documents of the plot were delivered to the complainant by the said accused persons and Rs. 31 lacs were paid to them by the complainant. No physical possession of the plot was given to the complainant inspite of repeated requests. From the verification of the documents of the plot from the DDA it came to light that all the documents were bogus. During the course of investigation the following persons have been arrested :

1. Om Parkash Dakolia s/o Hargian Singh r/o H. No. BF-9D, DDA Flats, Munirka, New Delhi (under suspension. Ex-Legal officer of DDA)—(on bail).
2. Tara Chand Dika s/o Kishori Lal Dika r/o 15/393 DDA Flats Madangir, New Delhi (Ex-employee of DDA)—(on bail).

3. Kanwal Lal s/o Kandi Ram r/o Shiv Colony, Trighan Road, Balabgarh, Distt. Faridabad, Haryana (Ex-peon of DDA)—(on bail).

4. Hukam Chand s/o Arun Ram r/o H. No. G-20, Lajpat Nagar, New Delhi (Property dealer) (on bail).

2. *Case FIR No. 160 dated 29-5-88 u/s 420/468/471/120-8 IPC, P.S. Hauz Khas, New Delhi.*

One Naresh Chandra s/o Sh. Jageshwar Dayal r/o L-1, Green Park, New Delhi reported at P.S. Hauz Khas that on 7-2-88 one Tilak Raj Talwar r/o 996 Malviya Nagar approached him at his residence and introduced himself as a property dealer. He offered to get him a very good property in Safdarjang Enclave No. B-7/111 (vacant plot). Thereupon, on their suggestion and inducement he alongwith his brother and an accountant visited the residence of one Dr. Ajit Gupta at D-112 Saket and it was decided that the sale consideration as per sale agreement would be Rs. 7½ lacs and that the entire amount was to be paid on the next morning i.e. 8.2.88. Dr. Ajit Gupta, his brother and wife verified the genuineness of the plot.

On 8-2-88 all these persons came to his house and he paid the entire sale consideration vide a Cheque No. 570656 dated 8-2-88. He was given the original documents pertaining to the plot by Dr. Ajit Gupta. When he started construction of the basement as per the purported sanctioned plan on 19-5-88, one Captain Raghuvinder Singh r/o E-11/C, DDA Flats Munirka came to the spot and claimed to be the original allottee of the said plot. Later on it came to light that the documents given to him were forged and he was cheated of Rs. 7/50 lacs. This case was transferred to the Crime Branch and investigation is in progress. The following persons have been arrested in this case :

1. Tilak Raj Talwar s/o Tek Chand Talwar r/o 80/32-A Malviya Nagar (Ex-Councillor MCD) (property dealer)
2. Hardeep Singh Thaper s/o Sh. K.S.

Thaper r/o A-78 Malviya Nagar.
(property dealer—on bail).

3. Tara Chand Dika s/o Kishan Lal
r/o 15/393 DDA Flats, Madangir,
Delhi (on bail).

4. Gopal Krishan Menon s/o Madho
Menon r/o E-91 Saket, New Delhi
(on bail).

5. Amarjeet Singh Bawa s/o S. Kartar
Singh, MES No. 13 Qtrs. Subroto
Park, Delhi Cantt, Delhi (in judicial
lock up).

3. *Case FIR No. 213 dated 9-7-88 u/s
420/468/471/120-B IPC, P.S. Hauz
Khas, New Delhi.*

This case was registered on the complaint of Shri Vinit Jain and Shri R.K. Trehan who were sold a plot in Saket by one Jatinder Nath r/o Kothi No. 536 Section 21-A Faridabad. During investigation it came to light that one Tara Chand Dika posed as Rattan Lal Jain and in conspiracy with one Gopal Krishan Menon r/o E-91 Saket and one Subhash Chand Kapoor hired a Kothi No. 536 Section 21-A, Faridabad prepared the forged documents and sold plot No. G-13 Saket for Rs. 26 lacs to one Vinit Jain. Subhash Chand Kapoor impersonated as Jatinder Nath. The following accused persons have been arrested.

1. Tara Chand s/o Kishan Lal r/o
15/383 DDA Flats Madangir, New
Delhi (on bail).

2. Gopal Krishan Menon s/o Madho
Menon r/o E-91 Saket, New Delhi
(on bail).

3. Subhash Chand Kapoor s/o Shri
Bodh Raj r/o A-324 Section
No. 19 NOIDA (in judicial lock
up).

Kamal Dhawan is absconding and he would be made to join the investigation when traced.

In addition DDA has reported that 4 DDA employees have been arrested by Crime and Railway Branch of Delhi Police in FIR No. 35 dated 28.1.88 under Section 406/420/120-B-IPC Police Station

Mangolpuri, Delhi as per details given below :

1. Shri Room Chand, W/C Chowkidar
in Horticulture Deptt. of DDA.

2. Shri Harish Vats, Employees of
S and JJ Deptt. of DDA.

3. Shri Ram Darshan.

4. Shri O.P. Kaushik, A.S.O.

Process for Extracting Oil from Fruit of Oil Palm

3673. SHRI SATYENDRA NARAYAN
SINHA : Will the Minister of FOOD AND
CIVIL SUPPLIES be pleased to state :

(a) whether a new process for extracting oil from fruit of oil palm has been recently developed in the country;

(b) if so, whether it is commercially viable; and

(c) if not, whether Government propose to import palm oil extraction technology, if so, the details thereof ?

THE DEPUTY MINISTER IN THE
MINISTRY OF FOOD AND CIVIL
SUPPLIES (SHRI D.L. BAITHA) : (a) No,
Sir.

(b) Does not arise.

(c) Oil Palm India Limited, a Government Undertaking, Kottayam, is importing the latest equipment based on the designs obtained from Malaysia which is the major producer of Palm Oil.

Recognition to Private Medical Colleges in Karnataka

3674. SHRI MULLAPPALLY
RAMACHANDRAN : Will the Minister of
HEALTH AND FAMILY WELFARE be
pleased to state :

(a) whether Government have accorded recognition to private medical colleges in Karnataka this year;

(b) if so, the details of such colleges and the period for which the recognition holds good; and

(c) the reasons for according recognition to these colleges while denying the same to others ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE - (KUMARI SAROJ KHAPARDE) : (a) and (b). The Medical Council of India have reported that after inspection of the facilities provided by the following medical colleges, the Council has approved temporarily for one year from 1988 admission of students to the MBBS courses in the following medical colleges of Karnataka :

1. Dr. B.R. Ambedkar Medical College, Bangalore—50 admissions annually.
2. Kempegowda Institute of Medical Sciences, Bangalore—50 admissions annually.
3. M.S. Ramaiah Medical College, Bangalore—100 admissions annually.

These colleges have been requested to rectify certain deficiencies before granting continued recognition.

(c) The other un-recognised medical colleges in Karnataka could not be inspected so far by the Medical Council of India to assess the minimum facilities in these colleges by way of staff, accommodation, clinical facilities, etc., as prescribed by the Council.

Procurement of Stationery by Government Offices

3675. SHRI KAMLA PRASAD SINGH : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether Government are aware that consequent upon the closure of Calcutta Stationery Depots, all the Government offices in Delhi/New Delhi are required to make their own arrangements to procure items of stationery etc. involving crores of rupees;

(b) if so, the details of guidelines/instructions issued if any, to Government offices in this behalf to make proper use of public money in view of the tight financial situation;

(c) whether there is any proposal to ask the offices to buy their requirements from the manufacturer only failing which these should be purchased from their approved distributors/stockists; and

(d) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) to (d). The Government is aware that on the closure of the Stationery Office and its depots, Government offices would have to purchase stationery items from the open market after following the prescribed procedure for such purchases. Against the Government order dated 16.10.87 closing the Stationery office and its depots, the Calcutta High Court issued a stay order on 17.12.87. The matter is thus, sub judice in the High Court. In the mean while, the Ministries/Departments, who place their indents of Stationery items, are supplied with the items that are available with the Stationery Office and its depots. In case the items are not available, a non-availability certificate is issued to enable them to make their own purchases as per the procedure indicated above.

Rise in prices of essential Commodities

3676. SHRI H.M. PATEL : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether it is a fact that there has been a spurt in the prices of essential commodities;

(b) if so, the trend of the price rise during the last two and half years of the Seventh Plan period; and

(c) the prices during the Sixth Five Plan as compared the existing prices (September, 1987) ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) During the first four month (April-July 1988) of the current financial year, the Wholesale Price Indices (WPI) have shown a mixed trend. The WPI of some commodities have moved up, some have come down and a few remained steady.

(b) Relevant information is given in statement-I below.

(c) Relevant information is given in statement-II below.

Statement-I

Wholesale Price Indices of selected commodities in January, 1986 and July, 1988

Commodity	January 1986	July 1988
1	2	3
Rice	274.6	367.5
Wheat	232.8	268.6
Jowar	251.0	277.5
Bajra	295.3	356.9
Gram	583.4	660.7
Arhar	311.9	598.6
Moong	422.7	733.3
Masur	489.7	637.2
Urad	382.7	516.2
Patatoes	168.4	239.2
Onions	364.8	453.1

1	2	3
Milk	280.1	344.6
Fish	499.4	643.7
Meat	529.1	631.2
Chillies	205.0	371.1
Tea	413.3	422.3
Coke	598.5	606.3
Kerosene	382.7	410.4
Atta	222.9	296.4
Sugar	303.8	349.8
Gur	419.4	519.0
Vanaspati	322.4	435.2
Groundnut Oil	325.2	483.3
Mustard Oil	248.4	367.9
Coconut Oil	237.2	460.4
Salt	239.0	239.4
Cotton Cloth (mills)	271.9	286.0
Soap	319.5	458.2
Matches	129.0	129.0
All Commodities	357.5	432.3

Statement-II

Wholesale Prices Indices of selected commodities in March, 1980, March, 1985 and September, 1987

Commodity	Wholesale Price Indices		
	March, 1980	March, 1985	September, 1987
1	2	3	4
Rice	193.5	267.4	335.4
Wheat	167.1	212.6	254.0
Jowar	168.7	230.6	277.9
Bajra	196.5	221.8	314.8
Gram	242.8	521.1	493.3
Arhar	229.3	283.4	575.7

1	2	3	4
Moong	313.4	493.1	438.9
Masur	231.7	354.6	546.4
Urad	223.8	402.4	443.2
Patatoes	127.3	88.2	306.4
Onions	218.4	282.5	984.0
Milk	176.0	265.9	325.0
Fish	279.7	490.8	480.5
Meat	311.0	469.5	591.6
Chillies	101.2	267.0	230.3
Tea	248.2	461.2	433.2
Atta	167.2	216.2	265.3
Sugar	218.2	245.6	310.7
Gur	320.6	361.7	488.2
Vanaspati	206.2	280.2	435.0
Groundnut Oil	205.2	311.0	512.8
Mustard Oil	226.9	240.5	485.4
Coconut Oil	191.3	393.5	489.9
Salt	251.9	238.9	240.4
Cotton Cloth (mills)	201.7	203.9	279.2
Soap	218.5	328.7	467.1
Matches	134.9	129.0	129.0
Kerosene	272.8	363.7	410.4
Coke	278.7	575.2	606.3
All Commodities	233.2	342.5	408.9

Supply of imported edible oils to
Vanaspati Industry

3677. SHRI K. RAMACHANDRA
REDDY : Will the Minister of FOOD
AND CIVIL SUPPLIES be pleased to
state :

(a) whether Government propose to
import edible oils, if so, the quantity and
the cost thereof;

(b) whether imported edible oil has been
given to vanaspati industry at subsidized
rate, if so, the quantum and rate of supply
thereof; and

(c) the rate at which vanaspati industry supply edible oils to the consumers and the margin of profit it earns in the transaction ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) (a) The shortfall between demand and availability of edible oils is being partly met through imports. The quantity of oils to be imported is decided from time to time keeping in view various factors like the extent of shortfall, the prices of edible oils in the domestic and international market, availability of foreign exchange and other related factors.

(b) No, Sir.

(c) The maximum consumer prices of a 15 kg. tin of vanaspati is Rs. 335 (local Taxes extra) throughout India. Presently, the margin of profit is around Rs. 150 per tonne.

Housing as an Industry

3678. SHRI BHADRESWAR TANTI : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether Government propose to recognise the housing sector as an Industry;

(b) if so, the steps taken in this regard; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) (a) to (c). The proposal for declaring Housing as an 'Industry' has been carefully considered by the Government. It was noted that the manufacture of building materials was already within the purview of the industries. Only the house construction activity did not come within its purview.

It is felt that declaring Housing as an Industry might entail more difficulties than solve any problems. The proposal for declaring Housing as an Industry was, therefore, dropped.

Accident in Dubeshwari Colliery, West Bengal

3679. SHRI C. JANGA REDDY : Will

the Minister of LABOUR be pleased to state :

(a) whether several labourers were killed as a result of accident in Dubeshwari Colliery, Purulia, West Bengal in June, 1988;

(b) if so, the details of loss of life and property;

(c) the details of compensation paid to the next of kin of the deceased;

(d) whether the miners informed the management about the colliery;

(e) if so, the reasons why preventive steps not taken by the management of the colliery; and

(f) the steps being taken for the safety in mines ?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : (a) to (e). Four labourers were killed as a result of an accident which occurred in Dubeshwari Colliery on 18th June, 1988. There has been no loss of property on account of this accident. The enquiry into the accident by the Directorate General of Mines Safety revealed that no evidence was placed before the Enquiry Officer that before the occurrence of the accident, miners had informed the management about the colliery being unsafe for mining. Compensation is paid under the Workmen's Compensation Act, 1923 which is administered by the State Governments and Union Territories. Information in this regard is not maintained.

(f) Provisions for safety, health and welfare of workers employed in mines are contained in the Mines Act, 1952 and rules and regulations framed thereunder. These provisions are required to be complied with by the mine managements. The Director General of Mines Safety, Dhanbad and his officers inspect the mines periodically in order to enforce the statutory provisions and take appropriate action as provided in the Mines Act, 1952, against persons held responsible for accidents and for violating the provisions of the Act. The Director General of Mines Safety also issues guidelines in the form of circulars to the manage-

ment of the mines from time to time for improving safety measures. The management of Dubeshwari Colliery have also been advised to erect supports in accordance with the provisions of the support plan and to avoid formation of four ways junction.

**Promotion and implementation of
Consumer Protection Act**

3680. SHRI P.R.S. VENKATESAN : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether Delhi is a pioneer in Promotion and implementation of the Consumer Protection Act;

(b) whether a District Consumer Redressal Forum has been set up in Delhi, if so, the number of cases filed and the decision taken thereon; and

(c) the steps taken by Government to set up District Consumer Redressal Forums all over the country ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) and (b). Delhi Administration has taken keen interest in promoting and implementing the Consumer Protection Act, 1986. According to information furnished by Delhi Administration, it has established Delhi Consumer Protection Council and has notified the Delhi Consumer Protection Rules, 1987. It has also notified a District Forum. However, the same has not been made functional, so far.

(c) Central Government has taken several steps to ensure that the statutory institution envisaged in the Act are set up on priority basis by the States/UTs. For this purpose, meetings have been held with the Food Ministers and senior officers of States/UTs. Administrations. The matter has been pursued vigorously through several letters, telexes, telegrams etc. The Central Government is very keen that the redressal machinery under the Act is made functional in States/Union Territories. For this purpose, the implementation of Consumer Protection Act is being closely pursued, co-ordinated and monitored.

[Translation]

**Study by National Labour Institute
on Payment of Minimum Wages**

3681. SHRI BALWANT SINGH
RAMOOWALIA :
SHRI RAM DHAN :

Will the Minister of LABOUR be pleased to state :

(a) whether a study report of the National Labour Institute has disclosed that even Government establishments/undertakings in Bihar do not give to the agricultural labourers the minimum wages fixed by Government; and

(b) if so, whether Government have asked the Bihar Government to take necessary steps in this regard ?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : (a) National Labour Institute organised a camp of Agricultural Labour in Bakhari Block of Begusarai District of Bihar. The Report 'Organisation Building by Agricultural Labour in Bakhari' brought out by NLI mentions that in a pre-camp survey of a cluster of 10 villages in the block, the following two cases of payment of wages less than minimum wages by government agencies came to notice :

(i) Workers engaged in the Nursery Work under the Social Forestry Scheme.

(ii) 70 workers engaged in road construction under the relief work executed by the District Board.

(b) The National Labour Institute have sent a copy of the Report to the Labour Commissioner, Government of Bihar.

[English]

**House Building Advance to Govern-
ment Employees in Bangalore**

3682. SHRI V.S. KRISHANA IYER : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether House Building Advance is given to Central Government employees for the purchase of flats in Bangalore City; and

(b) if not, the steps proposed to be taken by Government to enable Central Government employees to purchase flats by taking House Building Advance ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) Yes, Sir.

(b) Does not arise.

Capitation Fee by Medical Colleges in Karnataka

3683. SHRI MULLAPPALLY RAMCHANDRAN ;
SHRI SANAT KUMAR MANDAL ;

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the system of charging capitation fees for admission to medical colleges is continuing in the country, particularly in Karnataka;

(b) if so, the names of the unrecognised medical colleges which are still known to continue this practice; and

(c) the steps Government propose to take to discourage this practice ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) As per information provided by the Government of Karnataka, on capitation fee can be collected by any medical college after 11th July, 1988 as per the provisions of the Karnataka Education Institutions (prohibition of Capitation Fee) Act, 1984.

(b) So far as the information is available from the Medical Council of India, the following medical colleges in other parts of the country are charging capitation fee :

1. 11 seats in Dayanand Medical College, Ludhiana, Punjab.
2. Deccan College of Medical Sciences, Hyderabad, Andhra Pradesh.
3. Shri Ramchandra College of Health Sciences, Porur, Madras, Tamil Nadu.

4. P.S.G. Institute of Medical Science, P.S. Govindaswamy Naidu and Sons' Charities, Peolamedu, Coimbatore, Tamil Nadu.

5. Medical College, Annamalai, Tamil Nadu.

6. Rural Medical College, Loni, Maharashtra.

7. Krishan Institute of Medical Sciences, Karad, Maharashtra.

8. Amarawati Medical College, Amrawati, Maharashtra.

9. Pramukh Swami Medical College, Karamsad, Gujarat.

(c) It is proposed to amend the Indian Medical Council Act, 1956 to provide for prohibition of collection of capitation fee, donation, etc., by any medical college or any person who is incharge or is responsible for the management of such medical college. Penalty for contravention of the provision including order for refund of the money collected in excess to the person concerned is also being provided in the Bill. A provision is also being made for giving power to the medical Council of India to make regulations for providing for the payment of the tuition fee or any other fee or deposit or other amount from, or in relation to, any student of a medical college either for admission to or for the prosecution of any course of study, or training (including post graduate course of study or training) in medical colleges. The Amendment Bill is already under consideration of a Joint Committee of both Houses of Parliament.

Rice Import from Burma

3684. SHRIMATT JAYANTI PATNAIK : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether Government have a proposal to import rice from Burma;

(b) if so, the total quantum of rice proposed to be imported from that country during 1988-89; and

(c) the State to which the imported rice would be allocated ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) No such proposal is under consideration at present.

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

[Translation]

Development of Railway Stations in U.P.

3685. SHRI RAJ KUMAR RAI : Will the Minister of RAILWAYS be pleased to state :

(a) the names of the Railway stations in Uttar Pradesh proposed to be developed during 1988-89 and 1989-90; and

(b) the details of the works to be taken up at these Stations ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) and (b). A statement showing the names of the stations in Uttar Pradesh where improvements are proposed to be undertaken during 1988-89 is given below. Proposals for 1989-90 will be decided at the time of finalising the Railway Budget 1989-90.

Statement

Development of railway stations in Uttar Pradesh.

S. No. Name of the station		Work proposed to be done in 1988-89
1	2	3
1.	Mathura	Improvements to water supply.
2.	Jhansi	Provision of additional dormitory, retiring room 2-bedded 2 rooms—one A/C and one non-AC, foot over-bridge across railway yard, extension of cover over platforms.
3.	Agra Cantt	2-bedded 2 non-AC retiring rooms, washable aprons on platform No. 2, 3 and 4
4.	Chitrakut Dham Karvi	Extension of cover over platform.
5.	Mughalsarai	Cover over platform, provision of chiller plant, provision of water cooler.
6.	Chopan	Raising of island platform from rail level to low level.
7.	Renukut	Provision of 2-bedded Retiring Room.
8.	Meerut City	Remodelling of parcel office and 2nd class waiting hall complex, additions and alterations in the station building.
9.	Allahabad	Provision of upper class waiting room, dormitory retiring room, extension of platform, replacement of 1 No. electrically operated passenger lift 8 persons capacity, provision of foot overbridge connecting all the platforms, extension of platform.
10.	Kanpur	Provision of washable apron on platform No 3 in replacement of the existing wornout washable apron, replacement of one No. existing H.S. Steel tank of 55,000 gallons capacity with RCC over-head tank of 2,25,000 litres capacity.

1	2	3
11. Naya Ghaziabad		Raising of rail level platform to low level and provision of foot overbridge.
12. Sultanpur		Extension of passenger platform No. 1.
13. Musafirkhana		Extension of high level passenger platform No. 1.
14. Lucknow (Charbagh)		Improvement of lighting in circulating area.
15. Raisi		Provision of platform shelter, waiting hall and foot over bridge.
16. Etawah		Provision of R.C.C. overhead tank of 2,25,000 litres capacity in Railway Station.
17. Gorakhpur		Provision of waiting hall.
18. Lucknow Junction		Provision of Waiting Hall.
19. Basti		Provision of platform covering of Island platform No. 2 and 3.
20. Gonda		Provision of concrete apron on line No. 1 and 3 (B.G.), raising of B.G. platform.
21. Moradabad		New Waiting hall booking office and foot over bridge.
22. Agra Fort		Improvements to station building including provision of plastic bucket type seats in the waiting room, New Reservation Office, water coolers, extension to cover over platform No. 1.

deaths due to Cholera in Delhi

3686. SHRI RAJ KUMAR RAI :
SHRI KAMLA PRASAD
RAWAT :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the number of persons who have died due to cholera and gastroenteritis in different parts of Delhi so far;

(b) whether Union Government have given any assistance to the helpless families of the deceased;

(c) if not, the reasons therefor; and

(d) the present number of such patients under treatment in various hospitals ?

THE MINISTER OF STATE IN THE
MINISTRY OF HEALTH AND FAMILY

WELFARE (KUMARI SAROJ KHAPARDE) : (a) 315 deaths (provisional) have been reported due to Gastro-enteritis and Cholera from different parts of Delhi during July and August (16th August), 1988.

(b) and (c). This Ministry has not released any cash assistance to the families of the deceased. However, the Government of India is continuously monitoring the implementation of preventive and curative measures being taken by all the concerned authorities and has ensured adequate supply of men, material and vaccines at all points of time.

(d) The number of cases of Cholera and Gastro-enteritis reported and admitted in the various hospitals from 14th to 16th August, 1988 are as under ;

Date	Cases treated	Cases admitted
14.8.1988	464	181
15.8.1988	525	186
16.8.1988	652	168

**Long Distance Trains from Delhi
to Jaunpur and Varanasi**

3687. SHRI RAJ KUMAR RAI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to introduce some more long distance trains from Delhi to Jaunpur and Varanasi for the convenience of the people of Eastern Uttar Pradesh; and

(b) if so, the details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) No, Sir.

(b) Does not arise.

[English]

New Coochbehar Railway Station

3689. SHRI ANIL BASU : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the pitiable condition of New Coochbehar Railway Station;

(b) if so, the reasons therefor; and

(c) the measures proposed to be taken to improve the position ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) to (c). New Coochbehar Railway Station and the amenities provided therein are being maintained in a satisfactory condition.

[Translation]

**Basic Facilities in Resettlement
Colonies in Delhi**

3690. SHRI RAM DHAN :

SHRI BALWANT SINGH
RAMOOWALIA :
SHRI NARAYAN CHOUBEY :

Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether during the last few years in Delhi, people were shifted from slum areas to resettlement colonies so that they could live a normal life;

(b) if so, whether adequate and proper arrangements were made in these colonies for water, electricity and sanitation etc.;

(c) if so, the number of colonies where tap water had been provided and where tap water facility could not be provided;

(d) the reasons for not providing tap water in all these colonies so far; and

(e) the time by which tap water is likely to be provided in all these colonies ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) to (e). The information is being collected and will be laid on the Table of the Sabha.

Delay in Lucknow-Delhi Flight

3691. SHRI R.P. SUMAN : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Lucknow-Delhi flight No. IC-436 often leaves late from Lucknow airport;

(b) if so, the number of times the flight was delayed during the period from January to July, 1988; and

(c) the reasons for delay and action proposed to be taken in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) to (c). During the period January to June, 1988 (figures for July, 1988 are not yet available), out of 174 flights, IC-436 was delayed ex-Lucknow on 91 occasions and cancellations on 4 occasions, details of which are as follows :

	Delay	Cancellation
Engineering	1	—
Weather	4	2
Miscellaneous	3	—
Consequential	83	2
Total ;	91	4

From the above, it would be seen that over 91% of all the cancellations/delays were due to consequential reasons, which occur as a chain reaction to primary delays. Since every aircraft operates a number of flights in a day, a delay of a flight may result in a delay to all subsequent flights operated by the aircraft on that particular day. In order to reduce the consequential delays, adequate cushioning between the flight has to be provided. It is, however, not possible, at present, to make adequate cushioning due to acute shortage of capacity. The position would improve after the aircraft on lease/on purchase are acquired by Indian Airlines during the coming months.

SC/ST Engineers in DDA

3692. SHRI R.P. SUMAN : Will the Minister of URBAN DEVELOPMENT be pleased to refer to the

reply given on 24 August, 1987 to Unstarred Question No. 4293 regarding SC/ST Engineers in DDA and state :

(a) the total number of engineers working at present in DDA, category-wise;

(b) the number of Engineers belonging to Scheduled Castes and Scheduled Tribes in each category;

(c) the number of Engineers belonging to SC/ST who have been promoted by giving relaxation and the nature of the relaxations given; and

(d) the effective steps proposed to be taken to promote the officers belonging to Scheduled Castes and Scheduled Tribes ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) and (b). The relevant information is given in the statement below.

(c) 32 Junior Engineers belonging to SC/ST category have been promoted as Assistant Engineers by giving relaxation in the eligibility period.

(d) The DDA has decided to give relaxation to the eligibility period up to eight months.

Statement

S. No.	Name of Post	Gen.	S/C	S/T	Total
1.	Chief Engineer	10	—	—	10
2.	S.E. (Civil)	28	—	—	28
3.	S.E. (Elect.)	4	—	—	04
4.	D.D. (Survey)	4	—	—	04
5.	Ex. Engineer (Civil)	132	—	—	132
6.	Ex. Engineer (Elect.)	14	—	—	14
7.	*Asstt. Engr. (Civil)	481	41	1	523
8.	*Asstt. Engr. (Elect.)	64	03	—	67
9.	Asstt. Engr. (Survey)	14	1	—	15
10.	Jr. Engineer (Civil)	1400	169	91	1660
11.	Jr. Engineer (Elect.)	165	32	17	214

*Recently we have recruited 8 Asstt. Engineer (Civil) and 4 Asstt. Engineer (Electrical) from the S.C. Community, out of which 5 have so far joined and 7 are yet to join.

[English]

**Persons Suffering from Filariasis
in Country**

3693. SHRI MULLAPPALLY
RAMACHANDRAN : Will the Minister of
HEALTH AND FAMILY WELFARE be
pleased to state :

(a) whether any study has been conducted
to determine the number of persons suffering
from Filariasis;

(b) the number of cases detected State-
wise;

(c) whether Government propose to set
up a permanent Filaria Research Unit at
Medical College, Alleppey in Kerala; and

(d) if so, the decision of Government
thereon ?

THE MINISTER OF STATE IN THE
MINISTRY OF HEALTH AND FAMILY
WELFARE (KUMARI SAROJ
KHAPARDE) : (a) Yes, sample surveys
have been conducted in different parts of the
country to determine the number of persons
suffering from filariasis.

(b) Based on the results of sample
surveys, the estimated number of filaria
cases during 1987, state-wise are as under :

S. No.	States	Number in Millions	
		M.F. Car- riers	Diseases persons
1	2	3	4
1.	Andhra Pradesh	3.61	1.35
2.	Assam	0.35	0.09
3.	Bihar	3.94	5.41
4.	Gujarat	1.00	0.13
5.	Karnataka	0.69	0.08
6.	Kerala	2.28	2.24
7.	Madhya Pradesh	0.61	0.08
8.	Maharashtra	0.84	0.16
9.	Orissa	2.19	1.37

1	2	3	4
10.	Tamil Nadu	2.24	1.19
11.	West Bengal	0.79	0.02
12.	Andaman and Nicobar	0.01	—
13.	Uttar Pradesh	6.39	6.87
14.	Pondicherry	0.03	0.01
15.	Lakshadweep	0.01	—
16.	U.T. Daman and Diu	0.01	—
17.	Dadra and Nagar Haveli	0.01	—
Total		25.00	19.00

All the other States/U.Ts. are free from
filariasis.

(c) and (d). A proposal on setting up of
a Filaria Research Unit at Medical College,
Allappey, Kerala is being considered by
Indian Council of Medical Research in
collaboration with Vector Control Research
Centre, Pondicherry.

**Proposal of Indian Council of Medical
Research to Improve Standard of
Medical Institutions**

3694. PROF. CHANDRA BHANU
DEVI :
SHRI SANAT KUMAR
MANDAL :
SHRI PIYUS TIRAKY ;

Will the Minister of HEALTH AND
FAMILY WELFARE be pleased to state :

(a) whether the Indian Council of
Medical Research (ICMR) has proposed to
improve the standard of medical institutions
in the country;

(b) whether any programme has been
chalked out by Government in consultation
with the Indian Council of Medical Research
and other bodies connected with medical
education; and

(c) if so, the details thereof and the
capital outlay to be borne by Union
Government ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Indian Council of Medical Research has initiated several steps to improve the standard of medical institutions in the country. The Council has created 'centres for advanced research' in Medical colleges and has provided them with adequate funds so that persons of academic excellence could pursue research in identified national health problems. The Council also supports research efforts of investigators in medical institutions to solve regional or local health problems, by providing grants as a part of extramural activity. Man power development is of utmost importance in improving standards of medical institutions in the country. Realising this the Council had initiated a talent search scheme for identifying brilliant medical graduates and supporting them throughout their postgraduation.

The Council also provides support for junior and senior research fellows to conduct research projects under the guidance of recognised teachers in established medical institutions.

These schemes are currently undergoing some modification with a view to further improve the quality of this human resource development programme.

The Council in addition provides financial support, travel grants and expert advice for various seminars and workshops in medical sciences with a view to improve knowledge and skills of the medical personnel and enhance the standard of medical institutions in India.

(b) No, Sir.

(c) The question does not arise.

[*Translation*]

Production and Requirement of Edible Oils

3695. PROF. CHANDRA BHANU DEVI : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) the target fixed and estimated production of edible oils during 1988-89; and

(b) the estimated requirement of edible oils in the country during this year ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) and (b). It is too early to assess the estimated production of/and the demand for edible oils in the country during 1988-89.

[*English*]

Report on Causes of Outbreak of Cholera/Gastro-Enteritis

3696. SHRI PRAKASH V. PATIL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that Shri Sukthankar's report about the causes of outbreak of cholera and gastro-enteritis has been submitted to Government;

(b) if so, the details of the findings; and

(c) what steps are being taken to implement the suggestions made in the Report ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). This Ministry has not received Shri Sukthankar's report.

(c) Does not arise.

Medical Facilities to Railway Pensioners

3697. DR. A.K. PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Fourth Pay Commission has recommended free medical facilities to pensioners of Central Government, as they were having during their service time;

(b) whether it is a fact that despite the above recommendation, the retired railway employees are still deprived of the said facilities; and

(c) if so, Government's thinking and action plan in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI

MAHABIR PRASAD) : (a) No, Sir. The Fourth Central Pay Commission has not recommended free medical facilities to pensioners of Central Government.

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

Priorities for Indigenous System of Medicines during 8th Plan

3698. SHRI C. MADHAV REDDI :
DR. CHANDRA SHEKHAR
TRIPATHI :
SHRI H.A. DORA :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government propose to accord high priority to the development of Indian System of Medicines in the Eighth Five Year Plan as reported in the Statesman dated 7 July, 1988; and

(b) if so, the strategy proposed to be adopted in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). During the meeting of the Consultative Committee attached to this Ministry held on 6th July, 1988, the Union Minister of Health and Family Welfare had stated that he will try to give more emphasis to the Indian System of Medicines Programme in the Eighth Plan. However, the Schemes/allocations for Eighth Plan are yet to be formulated.

Steps to Stop Sale of Banned Estrogen and Progesterone

3699. SHRI C. MADHAV REDDI :
SHRI MANIK REDDY :
SHRI PRAKASH CHANDRA :
SHRI M. RAGHUMA
REDDY :
SHRI MOHANBHAI PATEL :
SHRIMATI GEETA
MUKHERJEE :
PROF. RAMKRISHNA MORE :
SHRI SARFARAZ AHMAD :
SHRI VILAS MUTTEMWAR :
SHRIMATI MANORAMA
SINGH :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government's attention has been drawn to the news item appearing in the Indian Post dated 22 July, 1988 wherein it is stated that despite the ban imposed on 15 June, 1988 by Government on high dose oral formulation of Estrogen and Progesterone, the drug is freely available with chemists in various parts of the country, particularly in Bombay and Pune;

(b) if so, the action Union Government propose to take to stop the sale of the banned drug in the country and to confiscate the stock lying with manufacturers; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Yes, Sir.

(b) and (c). The manufacturers of these high dose combinations (other than oral contraceptives) have been directed to forthwith stop manufacture and sale of these combinations and also to withdraw the stocks of the said formulations from the market.

State Drugs Control Authorities who are licensing authorities for manufacture and sale of drugs under the Drugs and Cosmetics Act and Rules thereunder have been requested to ask the manufactures to stop manufacture of high dose combinations of Destrogen and Progestins (other than oral contraceptives) and ensure that such combinations are not sold by Chemists and Druggists in their States and to return the stocks with them to the concerned manufacturers. Some consumer organisations, Indian Drugs Manufacturers Association, Organisation of Pharmaceutical Producers of India and Indian Medical Association have been informed of the issue of Notification by the Government to Ban manufacture and sale of combination of Destrogen and Progestins and to give wide publicity of the ban to their members.

A press note regarding ban was published in many leading newspapers and publicity was also given in news bulletins of the All India Radio and Doordarshan.

Trainee Aircrafts for Haryana

3700. SHRI C. MADHAV REDDI :
 SHRI SITARAM J. GAVALI :
 SHRI PRAKASH CHANDRA :
 SHRI M. RAGHUMA REDDI :

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

(a) whether it is a fact that pilot training programme in the State of Haryana has come to a standstill due to lack of aircrafts;

(b) whether Union Government propose to meet the demand of Haryana State in regard to training aircrafts;

(c) if so, the details thereof; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) No, Sir.

(b) to (d), There is no demand for trainee aircraft from Government of Haryana and Aviation Clubs of Haryana.

Terms of Lease of Houses taken by Northern Railway for its Officers.

3701. SHRI BANWARI LAL PUROHIT : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Northern Railway has taken on lease private houses for use of its officers;

(b) if so, the number of such houses;

(c) what are the terms and conditions of the lease; and

(d) whether the Northern Railway has violated any of the aforesaid terms of lease and if so, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) Yes, Sir.

(b) 22 Nos.

(c) Copy of the lease agreement is given in the statement below.

(d) No, Sir.

Statement

THE INDENTURES MADE THE——
 ——DAY OF——BETWEEN——
 ——(herein after called the 'Lessor' which expression shall include his successors, Administrators and Assigns) of the one part and the PRESIDENT OF INDIA acting in the premises through the Dy. Chief Engineer/ W. Northern Railway, New Delhi, herein-after called the 'The Lessee/which expression shall include his Successors and Assigns) of the other part WITNESSETH THAT in consideration of the rent hereby reserved and of the covenant conditions and agreements herein after contained and on the part of the Lessee to be observed and performed and lessor both hereby demise upto the lessee ALL THAT premises (together with the fixtures, fittings etc. thereon) particularly described in the schedule (hereinafter called the demised premises).

TO HOLD THE SAME UPTO THE Lessee for the term from——to——
 ——for first instance with an option to renewal from year to year for such periods as may be required by the Lessee at its option and determinable as hereinafter provided YIELDING AND PAYING THEREFOR the said term the monthly rent of Rupees——according to the English Calender within 15 (Fifteen) days of the month following the month for which the rent may be due.

1. The Lessee doth hereby covenant with the Lessor as follows :

(i) To pay the monthly rent hereby reserved within the days aforesaid without any abettment or deduction. But the Lessee shall not be in any way liable or responsible for any rates, taxes (both Owner's and Occupier's shares of taxes) or any other charges in respect of premises. The occupier shall however, be responsible and pay for the meter rent, electricity, water and gas consumed by the occupant.

(ii) To keep the demised premises and fixtures and fittings therein in good and tenantable condition, reasonable wear and tear excepted.

- (iii) Not to injure out or main any of the walls of the demised premises without the prior consent in writing of the Lessor.
- (iv) Not to use or permit to be used the demised premises except for the purpose of residential quarters for the officers and staff of the Lessee to whom it may be allotted by the Lessee or by the Office of the Lessee from time to time.
- (v) To yield up on the expiration of this lease or if the lease is extended by renewal is herein provided on the expiration of the extended period or on sooner determination as hereinafter provided, the demised premises to the Lessor in such good tenantable conditions as shall be in accordance with the Lessee's covenants herein before contained (reasonable wear and tear and damage by acts of God or not caused by the negligence or wrongful act of the Lessee, its employees, servants and agents and other irresistible force excepted).

2. The Lesser doth hereby covenant with the Lessee as follows :

- (i) To pay and discharge all past present and future rates taxes (both owner's and occupier's shares of taxes), charges and outgoing payable in respect of the demised premises and the Lessee shall not be in any way responsible for any such taxes under any circumstances.
- (ii) To keep the demised premises wind and water tight and to arrange for periodical white washing and painting, to make repair to all damages to the demised premises or any fittings and fixtures excepting such damages which are caused due to negligence or wrongful act of the Lessee or its employees, servants and agents.

3. It shall be lawful for the Lessee to white wash colour wash and/or distamper the demised premises or any part thereof at the Lessee's own cost as and when deemed necessary by the Lessee.

4. It shall be lawful for the Lessee to remove and or substitute during the said terms fixturers and fittings and partitions erected or fixed at its expenses upon or to the demised premises provided the Lessee shall, to the satisfaction of the Lesser make good and repair the damage caused to the demised premises by reason of such removal and restore the demised premises to their former state and conditions.

5. The Lessee performing and observing all the covenants and conditions herein contained and on its part to be observed fulfilled and performed may quietly hold and enjoy the demised premises during the said term without any interruption by the Lessor or any person claiming through the Lessor except as provided for sub-clause (i) of clause 6, of the Agreement.

6. It is hereby agreed and declared by and between the parties as follows :

- (i) That the tenancy hereby created shall be for a minimum period of 3 years with option of the Lessee to terminate the same earlier, if the LESSEE so chooses by giving to the other party fifteen days notice in writing. That the tenancy shall be terminable on its expiry on the option of either party by giving to the other party fifteen days notice in writing.
- (ii) That the Lessor will, at the request of the Lessee at the end of the term of the lease and so on from time to time, thereafter at the end of each further terms of lease, execute to the Lessee a new lease of the demised premises by way of renewal as herein before provided on same terms and conditions.
- (iii) All cost of stamp and registration if any leviable shall be paid by the Lessee.
- (iv) All notices to be given and other steps to be taken by the PRESIDENT OF INDIA may be given and taken on his behalf by the Dy. Chief Engineer/W, Northern Railway, New Delhi.

The Schedule above referred to Entire premises of —Floor of —Block,

situated at _____ consisting of _____
rooms _____ bath rooms and one store
room, one kitchen, one Gerage, Verandah

passage, etc. (delete what is not applicable)
alongwith the fittings and fixtures as per list
attached and as shown in the attached plan.

In witness whereof the parties hereto have executed these presents the day and the year
mentioned against their respective signatures.

Signed by _____

The Lessor

This day of _____
in presence of _____

Signed by _____

Dy. Chief Engineer/W, Northern Railway, Baroda
House, New Delhi.

for and on behalf of the PRESIDENT OF INDIA

This _____

Witness _____

day of _____

Witness _____

Witness _____

Witness _____

Witness _____

Statement showing details of fittings and fixtures in the premises of _____ floor of
block _____

Sl. No.	Name of equipment	Total No. of fittings	Nos. not in order	Remarks
1	2	3	4	5
1.	Electric lights in use			
2.	Electric fans points wired.			
3.	Electric light points wired			
4.	Electric fans regulators.			
5.	Electric wall sockets.			
6.	Electric bulbs.			
7.	(a) Electric shades fancy.			
	(b) Electric shades plain.			
8.	(a) Electric wall brackets.			
	(b) Electric water tight brackets.			
9.	Electric switches.			
10.	Electric holders.			
11.	Electric Chullas.			
12.	Wash hand Basins.			
13.	Water Closets.			
14.	Water taps.			
15.	Showers.			
16.	Mirrors.			
17.	Tower racks			

1	2	3	4	5
18. Cisterns.				
19. Geysors.				
20. Shelves, office room.				
21. Shelves office bed room.				
22. Shelves purden rods.				
23. Clareat windows card.				
24. Power switch.				
25. Power plug.				
26. Electric fans.				
27. Other fittings.				
28. Shelves kitchen.				

Signed by _____ Signed by _____
 Dy. Chief Engineer/W, Northern Railway, New
 Delhi, for and on behalf of the PRESIDENT OF
 INDIA

The Lessor in the presence of This _____ day of _____

Witness : _____ Witness : _____

Address : _____ Address : _____

The above fittings and fixtures varried

Signature of Occupant _____

Name and Designation _____

**Treatment of NPA as Pay for Allotment
of Government Accommodation to
Doctors**

3702. SHRI KRISHNA SINGH : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether Non-Practising a Allowance given to the service doctors is to be considered as pay for all service matters including eligibility for allotment of Government accommodation of general pool as was done prior to 1 January, 1986;

(b) whether it is a fact that the Director of Estates Office is not considering Non-Practising Allowance as pay for allotment of general pool accommodation; and

(c) if so, the reasons therefor and the corrective steps Government propose to take in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) to (c). The question of inclusion of Non-Practising Allowance given to doctors for the purposes of determination of eligibility for general pool residential accommodation is under consideration of the Government.

Cure of Pemphigus

3703. SHRI R.M. BHOYE : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state

(a) whether Indian doctors have found a cure for a painful and usually fatal mysterious skin illness called pemphigus which strikes victims for apparently no reasons at all; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). According to the information available with the Government of India, there is no scientifically established new treatment for pemphigus.

Control Release Finished Medicines

3704. SHRI GURUDAS KAMAT : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) what are the requirements to be fulfilled for obtaining the permission of control release finished medicines; and

(b) the names of the finished medicines for which Government granted control release permission during the last two years along with the details of trial study tests conducted on each of them ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) The requirements for approval of control release preparation of an established plain formulation are in-vitro dissolution studies, absolute and comparative bio-availability studies in healthy human volunteers.

(b) During the last two years, Central Government have approved the marketing of Propranolol sustained release capsules and Diclofenac Sodium sustained release tablets based on the satisfactory in-vitro dissolution and bio-availability studies carried out with these formulations.

Framing of Rules Under Child Labour Act, 1986

3705. SHRIMATI KISHORI SINHA : Will the Minister of LABOUR be pleased to state :

(a) whether rules under the Child Labour (Abolition and Regulation) Act, 1986 have been formulated;

(b) if so, when they were promulgated and the action taken thereunder;

(c) whether hazardous industries prohibiting employment of children have been identified as required under the Act;

(d) if so, the details thereof; and

(e) if not, the reasons therefor ?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : (a) and (b). Rules under Section 18 of the Child Labour (Prohibition and Regulation) Act, 1986 have been published in the Gazette of India Extraordinary dated the 10th August, 1988.

(c) and (d). A Child Labour Technical Advisory Committee which has been set up under the Act to advise the Government regarding occupations and processes in which the employment of children below fourteen years should be prohibited, has submitted its first report to the Government. It has identified certain occupations and processes which are hazardous to children.

(e) Does not arise.

Assistance of Singapore for Housing

3706. SHRIMATI KISHORI SINHA : SHRI V. TULSIRAM :

Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether Singapore had offered expertise in housing construction during her visit to that country recently;

(b) if so, the type of expertise offered and the areas where it is likely to be utilised; and

(c) whether any concrete steps have been taken to avail of that offer ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) to (c). At the invitation of Mr. S. Dhanabalan, Minister for National Development Republic of Singapore, a high level Indian delegation headed by the Minister for Urban Development visited Singapore. The delegation familiarised itself with their activities in Public Housing, Urban Planning, and the Introduction of Mass Rapid Transit System in Singapore. The decontrol of licensing, rents, etc. and its affect on revenue, construction activity and growth of the city was another area of interest.

No specific proposal for any joint venture or any other form of co-operation or collaboration between India and Singapore was discussed during the visit. However, the Government of Singapore as well as private construction companies showed keenness to undertake Housing Projects in India in collaboration with Indian parties with the highly developed construction designs and management expertise of Singapore construction firms.

Registration of Trade Unions

3707. SHRIMATI KISHORI SINHA : Will the Minister of LABOUR be pleased to state :

(a) whether the central trade unions and federations in the country are registered under the Trade Unions Act, 1926;

(b) if not, the reasons thereof; and

(c) whether Government intend to make provisions for their registration and regulation ?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : (a) and (b). The Trade Unions Act, 1926 provides for the registration of 'trade unions', which term includes any federation of two or more trade unions. A Central Trade Union being of the nature of a federation of trade unions may also get itself registered under the said Act. Registration is, however, not compulsory. According to the available information, several federations of trade unions and one Central Trade Union are registered under the said Act.

(c). Does not arise.

Construction of Airport in Malaysia by International Airports Authority of India

3708. SHRIMATI KISHORI SINHA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the International Airports Authority of India has undertaken a project to build airports in Malaysia as reported in the 'Economic Times' of 28 July, 1988; and

(b) if not, the reasons for not getting the contract ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM : (a) and (b). International Airports Authority of India has been nominated as the lead agency from India for undertaking the construction of an airport in Sibul in Malaysia. The construction contract has not been awarded by the Malaysian Government to any agency so far.

Baroda Railway Station

3709. SHRI RANJITSINGH GAEKWAD : Will the Minister of RAILWAYS be pleased to state :

(a) whether the proposal for modification of the railway platforms, giving exit to the western side and developing the area around Baroda railway station on Western Railway is pending approval;

(b) if so, whether ever growing passenger traffic and absence of necessary development of this railway station has aggravated the problems of the passengers; and

(c) if so, the steps proposed to be taken for early development of this station ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) to (c). A proposal to develop Vadodara Station to ease congestion has been prepared. The proposal, which has been included in the Railways's Budget 1988-89, includes the provision of a booking office on West side and extension of foot over-bridge to provide access to station from West side.

Supply of Edible Oil to Gujarat

3710. SHRI RANJITSINGH GAEKWAD : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) the quantity and value of edible oils allocated to State of Gujarat from June, 1987 to 31st May, 1988; and

(b) the quantity of edible oils lifted by the State during the above period ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) About 1.89 lakh MTs edible oils valued at

approximately Rs. 191.90 crores was allocated to Gujarat for the period June '87 to May '88.

(b) About 1.7 lakh MTs of edible oils valued at approximately Rs. 174.90 crores were lifted by the State during this period.

Compensation for Cancelled Flights to Baroda

3711. SHRI RANJIT SINGH GAEKWAD : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the number of Indian Airlines flights for Baroda from Delhi and Bombay delayed or cancelled during the last two months;

(b) if so, the details of the flights cancelled and the reasons thereof;

(c) the steps proposed to be taken to compensate the passengers who booked on the respective flights for the inconvenience caused to them; and

(d) the steps proposed to be taken to minimise such occurrences in future ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) and (b). During the months of June and July, 1988, out of 168 flights for Baroda from Delhi and Bombay, 68 flights were delayed and 6 cancelled, details of which are as under :

Reasons	No. of Flights delayed	No. of Flights cancelled
Operations	1	—
Engineering	2	—
Weather	2	—
Airport Facilities	3	—
Miscellaneous	2	5
Consequential	58	1
Total	68	6

(c) In case of delays/cancellations, passengers are provided with hotel accommodation, appropriate meals and surface transportation between airport and the residence/hotel.

(d) It would be observed from reply to parts (a) and (b) above, over 90% of the delays were due to consequential reasons which occur as a chain reaction by virtue of the nature of flight operation of the airlines. If a flight is delayed in the morning, the delay is likely to result in delays of subsequent flights operated by that particular aircraft on that particular day. To minimise these delays, sufficient cushion is provided between intermediate flights. However, with the existing constraints in the fleet capacity, it is not possible to provide adequate cushioning.

Removal of Track in Satyanarayanapuram

3712. SHRI V. SOBHANADREESWARA RAO : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Vijaywada Municipal Corporation has been pleading for removal of railway track in Satyanarayanapuram area in the City; and

(b) if so, the reaction of Government to this request and the likely date by which a decision will be taken in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) Yes, Sir.

(b) It would not be possible to remove this track unless a 3rd line parallel to the existing Waltair-Vijayawada bye-pass line is constructed. The cost of the work was estimated in 1983 at Rs. 3.52 crore. The Municipal Corporation was advised that the work can be taken up on Deposit basis at their cost.

[Translation]

Encouragement to Privatisation of Health Services

3713. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are encouraging privatisation in the field of health services;

(b) if so, the reasons therefor;

(c) whether Government are setting up nursing homes with the cooperation of persons living abroad and industrialists; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Encouragement of establishing practice by private medical professionals, increased investment by non-governmental agencies in establishing curative centres etc. has been included in the National Health Policy, 1983.

(b) To reduce Governmental expenditure and to ensure full utilisation of untapped resources related to the local requirements and potentials and to increase investment by

non-government agencies in the Health field.

(c) and (d). No Sir. However, Delhi Administration is setting up a multi-speciality hospital in collaboration with M/s. Apollo Hospital Enterprises Ltd. as a joint-sector venture.

[English]

Room Tariffs in Ashok Yatri Niwas

3714. SHRI MANIK REDDY : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state the details of room tariffs in the India Tourism Development Corporation hotels in the country ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : The requisite information is given in the statement below.

Statement

S. No.	Name of the Hotels	Star Rating	Room Rent		(In Rupees)	
			Airconditioned		Non-Airconditioned	
			Single	Double	Single	Double
1	2	3	4	5	6	7
1.	Ashok Hotel, New Delhi	5 Star Deluxe	1100	1200	—	—
2.	Qutub Hotel, New Delhi	5 Star	625	725	—	—
3.	Hotel Samrat, New Delhi	5 Star	1000	1100	—	—
4.	Hotel Ashok, Bangalore	5 Star	590	710	—	—
5.	Kovalam Ashok Beach Resort, Kovalam (Hotel)	5 Star	725	825	—	—
	(Grove)		650	720	—	—
6.	Lalitha Mahal Palace Hotel, Mysore	5 Star	560	660	—	—
7.	Hotel Airport Ashok, Calcutta	5 Star	800	900	—	—
8.	Janpath Hotel, New Delhi	4 Star	500	600	—	—
9.	Kanishka Hotel, New Delhi	4 Star	800	900	—	—
10.	Hotel Agra Ashok, Agra	4 Star	780	880	—	—

1	2	3	4	5	6	7
11.	Laxmi Vilas Palace Hotel, Udaipur	4 Star	525	625	265	335
12.	Hotel Varanasi Ashok, Varanasi	4 Star	425	525	—	—
13.	Hotel Jaipur Ashok, Jaipur	4 Star	500	600	—	—
14.	Lodhi Hotel, New Delhi	3 Star	425	525	—	—
15.	Ranjit Hotel, New Delhi	3 Star	350	450	265	335
16.	Hotel Jammu Ashok, Jammu	3 Star	325	425	155	225
17.	Hotel Khajuraho Ashok, Khajuraho	3 Star	460	560	225	295
18.	Temple Bay Ashok Beach Resort, Mamallapuram	3 Star	460	560	—	—
19.	Hotel Pataliputra Ashok, Patna	3 Star	400	500	265	335
20.	Hotel Madurai Ashok, Madurai	3 Star	385	485	—	—
21.	Hotel Aurangabad Ashok, Aurangabad	2 Star	380	480	—	—
22.	Hotel Kalinga Ashok, Bhubaneswar	2 Star				
	(NEW BLOCK)		425	525	—	—
	(OLD BLOCK)		275	375	—	—
23.	Hotel Hassan Ashok, Hassan	1 Star	325	425	155	225
24.	Ashok Yatri Niwas, New Delhi	Economy Class	—	—	115	145
		Four Bedded Room				175

Improvement in Blood Collection System

3715. SHRI SOMNATH RATH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are aware that un-hygienic blood collection and dirty blood banks are a major cause for AIDS:

(b) if so, the steps taken by Government to improve the system during 1987; and

(c) the measures proposed and targets fixed for 1988 ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ

KHAPARDE) : (a) to (c). Government of India is aware that the transfusion of blood infected with the AIDS virus is one of the causes for infection of AIDS disease. Government has already requested the State Governments to screen for AIDS virus the blood collected from the professional blood donors and other high risk groups as they are likely to be potential carriers of AIDS virus.

During the current Seventh Five Year Plan the Government is already implementing a Scheme for Development and Modernisation of Blood Banking and Blood Transfusion Services with, *inter alia*, the following aims :

(i) Improvement in the existing blood banks from district level and upto

National Blood Transfusion Services.

- (ii) Development of trained man power.
- (iii) Maximum utilisation of available blood by plasma fractionation.
- (iv) Incentives to voluntary organisations involved in voluntary blood donation programme.

During 1987, Government of Sikkim has been given Grant-in-aid of Rs. 5 lakhs for Development and Modernisation of Blood Banking and Blood Transfusion Services.

The Budget provision made during 1988-89, includes provision for financial assistance to States/UTs for development of State level blood banks and district blood banks.

Suggestions to Prevent Train Accidents on Bridges

3716. SHRI SOMNATH RATH : Will the Minister of RAILWAYS be pleased to state :

(a) whether RDSO has given any suggestions to prevent the train accidents on railway bridges;

(b) if so, the details of measures suggested by the RDSO and other railway organisations to prevent accidents on bridges;

(c) whether any change in design of AC Coaches is proposed to be made so as to avoid total suffocation of passengers; and

(d) if so, the steps being taken to remove the flaws in design ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) No, Sir.

(b) Does not arise.

(c) The present design and equipment of AC coaches provides for adequate air circulation.

(d) Does not arise.

Allotment of Stalls at Stations

3717. SHRI ANOOPCHAND SHAH : Will the Minister of RAILWAYS be pleased to state :

(a) the number of new stalls (tea, refreshment, newspapers and others) allotted on the stations on suburban section of Western Railway from Churchgate to Virar during 1 April, 1987 to 31 March, 1988; and

(b) the criteria regarding allotment of such stalls ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) Nil.

(b) Does not arise.

Overbridge between Kandivalee and Borivali

3718. SHRI ANOOPCHAND SHAH : Will the Minister of RAILWAYS be pleased to state :

(a) the latest position as on 30 June, 1988 of the proposal to construct an overbridge between Kandivalee and Borivali near Datta Pada railway crossing on Bombay suburban section of the Western Railway; and

(b) when Government propose to start work for the portion, which comes under Railways' jurisdiction ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) Construction of road-over-bridge in replacement of level crossing between Kandivalee and Borivali is a sanctioned work. The plans for the work have been finalised and the revised estimate is under finalisation jointly with the Bombay Municipal Corporation.

(b) The Railway will take up execution of the bridge proper across to tracks, after the Bombay Municipal Corporation are ready to take up the work on approaches which also necessitates acquiring land.

Message by Guard of Trivandrum-Madras Mail Train

3719. SHRI C. JANGA REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether the guard of the Trivandrum Madras Mail Train had given a message on 30 June, 1988 to the Station Master, Sasthankotta complaining that there was something wrong with the track; and

(b) if so, the action taken in this regard by the Works Inspector of Mavelikara Section, under which the Perinad-Sasthankotta area falls ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) The Guard had experienced a slight lurch and immediately informed Station Master, Sasthankotta.

(b) The Station Master, Sasthankotta immediately informed the Permanent Way Inspector of the section and enforced a speed restriction of 10 kmph on all passing trains.

The Permanent Way Inspector attended the spot within 2 hours and observed that there was nothing wrong with the track. The track was thereafter certified fit and speed restriction was removed.

Maintenance of Helicopters

3720. SHRI C. JANGA REDDY :
SHRI CHINTAMANI JENA :

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

(a) whether the International Civil Aviation Organisation stipulates that a flight shall not be commenced unless available meteorological reports indicate suitable weather conditions along the route;

(b) whether there are no communication facilities either at Katra or at Sanjani Chhat to make weather reports available for a helicopter flight to Vaishno Devi;

(c) if so, the reasons for allowing helicopter flight to Vaishno Devi on 14 July, 1988;

(d) whether there were also complaints about the poor maintenance of the helicopters; and

(e) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND

TOURISM (SHRI SHIVRAJ V. PATIL) :
(a) Yes, Sir.

(b) Yes, Sir.

(c) The regulations permit the operation of flights from the originating stations when the required weather reports are suitable.

(d) No, Sir.

(e) Does not arise.

Workers Participation in Management

3721. SHRI C. JANGA REDDY :
Will the Minister of LABOUR be pleased to state :

(a) the date when the Scheme of Workers' Participation in Management was introduced; and

(b) the names of the Public Sector Undertakings which have implemented the scheme upto the 'Board of Directors' level and the results achieved ?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : (a) The latest scheme of Employees Participation in Management was notified on 30th December, 1983.

(b) According to available information, no Central Public Sector enterprise has implemented the Scheme of Employees Participation in Management at Board of Directors level, though some of them have appointed trade union leaders on their Boards. Besides, Public Sector Banks have employees Directors on their Boards.

[Translation]

Foreign Tourists Visiting Khajuraho

3722. SHRIMATI VIDYAVATI CHATURVEDI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the number of domestic and foreign tourists who visited Khajuraho in Madhya Pradesh during the last three years;

(b) the percentage of foreign tourists visiting Khajuraho to the total number of foreign tourists reaching India in a year; and

(c) the amount of foreign exchange earned from the foreign tourists visiting Khajuraho and how does it compare with the foreign exchange earnings from other tourist places ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) As per the information available from the local office of the Archaeological Survey of India, the number of domestic and foreign tourists who visited Khajuraho temples during the last 3 years is as given below :

	Domestic	Foreign
1985	138,485	34,064
1986	163,130	42,788
1987	139,509	42,579

(b) The percentage of foreign tourists visiting Khajuraho to the total number of foreign tourists who visited India during the above 3 years works out to about 4 per cent.

(c) The foreign exchange earnings from tourism are estimated on all-India basis and not place-wise.

Development of Khajuraho

3723. SHRIMATI VIDYAVATI CHATURVEDI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether there is any proposal for further development of Khajuraho so as to attract foreign tourists and to provide better facilities to them;

(b) if so, by when and if no, the reasons therefor;

(c) whether most of the foreign tourists are unable to visit Khajuraho for want of adequate transport facilities to that place; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) and (b). Development of infrastructure and provision of appropriate facilities to tourists including publicity and promotion of tourist centres, is an on-going process. Creation and strengthening of tourist infrastructure is undertaken keeping in view the requirements of tourists. At present, Khajuraho has adequate facilities for tourists, which have been put up with the combined resources of the Centre, the State Government and private sector.

(c) and (d). Khajuraho is linked with Delhi, Agra and Varanasi with a daily Boeing service. In order to improve landing facilities, installation of night landing facilities for Khajuraho has also been sanctioned. Similarly, the major airheads for Khajuraho like Jhansi, Satna and Harpalpur are linked with metropolitan cities. In addition, Khajuraho has good road links with the state capital and other tourist centres in its vicinity. It is felt that the existing transport facilities are adequate to meet the requirements of tourists.

Cancellation of Delhi-Khajuraho-Varanasi-Kathmandu Flights

3724. SHRIMATI VIDYAVATI CHATURVEDI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the date on which Delhi-Khajuraho-Varanasi-Kathmandu air service was introduced;

(b) the main reasons for cancellation of flight Nos. 407 and 408 from Khajuraho ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) Indian Airlines introduced effective November, 1968 a service on Delhi-Agra-Khajuraho-Varanasi route. Varanasi-Kathmandu is an independent service which is operating from February, 1964.

(b) Due to shortage of aircraft capacity, with effect from 25th June, 1988, the frequency of IC-407/408 was reduced from daily service to four days a week service. However, with effect from 5th July, 1988 the reduced frequency has been restored and currently the service is operating daily.

[English]

Flow of Foreign Tourists to South

3725. SHRI T. BASHEER : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the percentage inflow of the foreign tourists to South India is very low; and

(b) if so, the steps Government propose to take to ensure greater inflow of tourist traffic to the South ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) It is not correct to say that the percentage of foreign tourists visiting South India is very low.

(b) The following steps have been initiated to attract more tourists to South India States.

- (i) Charter policy has been liberalised and charters are allowed to come Madras and Trivandrum.
- (ii) A number of projects have been sanctioned for Kerala under P.M.'s package with a view to improving infrastructure in the State.
- (iii) Efforts have been made to bring more international airlines to South India.

(iv) Tourist destinations in South India are being promoted and projected through our Overseas offices by intensive publicity.

House-Sites to Rural Landless Families

3726. SHRI BALASAHED VIKHE PATIL : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether any steps were taken to provide house-sites to rural landless families during 1987-88 and till 31 July, 1988; and

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

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) and (b). Housing being a State subject, all the social housing schemes including the scheme of the allotment of house-sites to the rural landless families are being implemented by the State Governments and U T. Administrations according to their requirements and plan priorities. The Union Government only monitors the implementation of the schemes. However, based on the information collected from the States/UTs, a statement indicating the total numbers of rural landless families provided with house-sites during 1987-88 and till 30-6-1988 is given below,

Statement

Total number of rural landless families provided with house-sites during 1987-88 and till 30.6.1988.

Sr. No.	States	Number of families provided with house-sites		
		1987-88	1988-89 (Upto 30-6-88)	Total
1	2	3	4	5
1.	Andhra Pradesh	246,647	17,686	264,333
2.	Assam	10,000	—	10,000
3.	Bihar	23,862	7,205	31,067
4.	Goa	285	18	303

1	2	3	4	5
5. Gujarat		43,536	7,749	51,285
6. Haryana		132	—	132
7. Jammu and Kashmir		941	83	1,024
8. Karnataka		47,618	3,266	49,884
9. Kerala		5,941	679	6,620
10. Madhya Pradesh		47,870	6,477	54,347
11. Maharashtra		23,217	—	23,217
12. Orissa		53,121	4,279	57,400
13. Rajasthan		44,831	6,451	51,288
14. Tamil Nadu		270,983	31,184	302,167
15. Tripura		6,566	—	6,566
16. Uttar Pradesh		75,297	12,833	88,130
17. West Bengal		15,027	3,376	18,403
18. A and N Islands		379	—	379
19. Dadra and Nagar Haveli		155	3	158
20. Delhi		2,005	—	2,005
21. Pondicherry		1,603	162	1,765
		9,19,016	1,01,451	10,20,467

N.B. : Scheme of Allotment of House-Sites is not in operation in (1) Arunachal Pradesh (2) Himachal Pradesh (3) Manipur (4) Meghalaya (5) Mizoram (6) Nagaland (7) Punjab (8) Sikkim (9) Chandigarh (10) Daman and Diu (11) Lakshadweep.

**Experts/Professionals on Board
of Directors**

3727. SHRI BALASAHEB VIKHE PATIL : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Government propose to have private industrialists and experts on the board of directors of "Pawan Hans" newly constituted to operate the helicopters;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE
MINISTRY OF CIVIL AVIATION AND

TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) to (c). The present Board of Directors of Pawan Hans which was constituted on 7-1-1987 would remain valid upto the 6th January, 1989. There is no proposal at present to make any changes/additions in the existing Board of Directors.

**Low Cost Houses by Cooperative
Societies in Rural Areas**

3728. SHRI BALASAHEB VIKHE PATIL : Will the Minister of URBAN DEVELOPMENT be pleased to state :

(a) whether Government have urged upon the Co-operative Group Housing Societies to take up low cost housing Schemes in rural areas?

(b) whether new strategies are proposed to be formulated to tackle the housing problems caused by rapid urbanisation; and

(c) if so, the broad features thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : (a) The apex cooperative housing finance societies functioning under the aegis of the National Cooperative Housing Federation of India are implementing rural housing programmes. The construction of houses by the cooperative societies under the rural housing schemes is of simple nature and done by local artisans by using locally available low cost building materials. The ceiling cost of construction is Rs. 6,000.

(b) and (c). To tackle the housing problem caused by rapid urbanisation, the following strategies are to be adopted :

—to upgrade all Kuteha houses in urban areas to ameliorate, in particular, the housing conditions of the slum dwellers, squatters and other economically weaker sections.

—to reduce over-crowding and congestion with a view to improving the housing conditions of the inadequately housed by facilitating the expansion of existing dwelling units and construction of additional dwelling units.

—to provide a minimum level of basic services and amenities to ensure healthy environment, particularly for human settlements wherein the economically weaker sections predominate.

—making available developed land at reasonable rates for housing.

—providing security of tenure to households.

Concessions/Facilities to the Handicapped

3729. SHRI RANJITSINGH GAEKWAD :
SHRI CHHITUBHAI GAMIT :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Railways provide concessions/facilities to the blind and handicapped;

(b) if so, the details thereof;

(c) whether representations have been received from organisations of these persons during 1 January to 31 June, 1988 for further concessions; and

(d) if so, the action taken thereon ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) and (b). Railways grant 75% concession in first and second class single journey ticket fares and 50% concession in first and second class season ticket fares to blind persons travelling alone or with an escort and those orthopaedically handicapped persons who cannot travel without an escort. The escort is also granted the same concession.

(c) No, Sir.

(d) Does not arise.

Transit Facilities at Bombay Airport

3730. SHRI P.A. ANTONY : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Air India has stopped providing transit facilities to passengers from the Gulf countries at Bombay airport;

(b) if so, the reasons for terminating these facilities; and

(c) whether Air India propose to resume these facilities ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) to (c). As part of collective yield improvement programme and to rationalise expenditure, it was decided in May, 1988 by Air India and all carriers in the Gulf excluding the airline of Dubai to discontinue transit facilities. Air India reviewed the situation in June, 1988 and decided to reinstate these facilities for the above points.

**Implementation of Blindness and
T.B. Control Programme**

3731. SHRI NARSING SURYAWANSHI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the Comptroller and Auditor General in his report-Union Government (Civil) for the year ended 31 March, 1987 has commented adversely on the implementation of National Programme for Control of Blindness and the National Tuberculosis Control Programme; and

(b) if so, the action taken by Government on these irregularities ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). The Comptroller and Auditor General has made certain observations in the implementation of National Programmes for the control of Blindness and Tuberculosis. Both these programmes are on going schemes implemented through the State Governments and Government keeps on pursuing with the State Governments to step up the implementation of the Programme in accordance with the laid down targets and make good the deficiencies, if any.

**Stoppage of Rajkot-Bhopal Superfast
Express Train at Wankaner**

3732. SHRIMATI PATEL RAMABEN RAMJIBHAI MAVANI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received requests for a stoppage of the Rajkot-Bhopal Superfast Express at Wankaner Railway Station;

(b) if so, the details of the requests; and

(c) the decision taken by Government for providing a stoppage of the train at Wankaner ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) and (b). Yes, Sir,

(c) It has not been found feasible.

**Construction of Hotels by Indian
Firms in USSR**

3733. SHRI INDRAJIT GUPTA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Union Government are aware that the Indian firms Tatas and Larsen Toubro are to construct tourist hotels in the USSR;

(b) if so, the details location, of capacities, investment, directors; and management of the hotels concerned; and

(c) whether the Soviet authorities preferred to give contracts to the private sector rather than to the ITDC ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) : (a) and (b). Yes Sir. There are three negotiated hotel projects at Samarkand, Bokhara and Tashkent. The first two have been awarded by the Soviet authorities to Larsen and Toubro and the third to M/s Tatas Ltd. These projects are already under execution. The terms and conditions of these contracts are of a confidential nature.

(c) No Sir. The ITDC has also been approached through official channels to explore the possibilities of setting up hotels in USSR.

Tirath Ram Hospital, Delhi

3734. SHRI VIR SEN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the annual grant given to Tirath Ram Shah Charitable Hospital, Delhi; and

(b) the nature of control exercised by the Government on the functioning of the Hospital ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). The information is being collected and will be placed on the Table of the Sabha.

Disney-Land in Andhra Pradesh

3735. SHRI G. BHOOPATHY : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Chief Minister of Andhra Pradesh has written a letter to the Prime Minister to settle the formalities in order to set up a Disneyland in Andhra Pradesh; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ V. PATIL) :

(a) Yes, Sir.

(b) The proposal was received in the Central Department of Tourism which gave its recommendations to the Department of Economic Affairs as the matter involved foreign exchange requirements and exemption from import duty. After due consideration in the Department of Economic Affairs, it was noted that the proposal needed to be recast. The reply was sent to the Andhra Pradesh Chief Minister by the then Minister of State for Finance and the Andhra Pradesh Tourism Development Corporation was also advised separately, both by the Department of Economic Affairs and the Department of Tourism, to recast the proposal.

Introduction of Superfast Trains

3736. DR. D.N. REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that superfast trains will be introduced on certain lines in the country in the near future; and

(b) whether any line testing has been done to measure the strength of the railway lines ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) Introduction of new trains including Superfast trains is an on going process.

(b) The monitoring of Railway tracks is undertaken regularly.

Later Running of Trains

3737. SHRI MOHANBHAI PATEL :
SHRI E. AYYAPU REDDY :

Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any scheme under consideration of Government to introduce some more fast running trains on the pattern of Shatabdi Express; and

(b) if so, details thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) and (b). Decision will be taken based on the experience gained.

Conversion of Sitapur-Burwal Link and Dircet Link between Sitapur and Delhi

3739. SHRIMATI USHA VERMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to convert Sitapur-Burwal metre-gauge railway line into Broad-gauge;

(b) whether Government also propose to link Sitapur with Delhi by Broad-gauge route; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) No, Sir.

(b) Sitapur City is already linked with Delhi by BG route.

(c) There is no proposal at present for conversion of Sitapur-Burwal MG rail line into BG.

Mobile Laboratories to Test Food Samples

3740. DR. T. KALPANA DEVI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether department of Prevention of Food Adulteration, Delhi has certain mobile laboratories to test various food samples on the spot:

(b) if so, the details thereof and the number of food samples tested through these mobile laboratories during 1987 and 1988;

(c) the process of dealing with complaints received for adulteration of food articles; and

(d) the time taken in taking action on such complaints generally ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b). The Prevention of Food Adulteration Department, Delhi has one mobile food laboratory, which is still under completion.

(c) and (d). The complaints received in writing or on telephone are recorded in the Complaint Register maintained in the Department of Prevention of Food Adulteration, Delhi Administration and immediate action is initiated to verify the genuineness of individual complaints, after which action is taken within a fortnight.

Raids to Detect Sale of Spurious Drugs during 1987-88

3741. SHRI AMARSINH RATHAWA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that spurious drugs are being sold in the country;

(b) whether any raid has been conducted to detect the sale of spurious drugs during the year 1987-88; and

(c) if so, the number of raids conducted in the country during year 1987-88 and the results achieved ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (c). Raids are conducted by the State Drugs Control Authorities whenever they have reason to believe that spurious drugs are being manufactured and sold in the country. As per the figures available with this Ministry for the year 1984-85, 1985-86, 1986-87, the number of samples found spurious are 0.26%, 0.17% and 0.25% respectively.

Treatment for Diabetes

3743. SHRI CHINTAMANI JENA :
SHRI AMARSINH RATHAWA :

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that diabetes is a very common disease in the country;

(b) whether it is a fact that there is no permanent cure for is in allopathic system of medicines;

(c) whether Ayurvedic scholars from Gurukul University, Haridwar have developed a new therapy, if so, the details thereof; and

(d) the steps being taken by Government to introduce such system in the hospitals to control this disease ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) The National Diabetes Survey conducted under the auspices of the Indian Council of Medical Research between 1972-1975 showed a prevalence of 1.8% diabetes cases in the general population.

(b) Although there is no permanent cure in the allopathic system of medicine yet the disease can be controlled by regular use of insulin injections, which reduce the glucose level, and a strict regimen of carbohydrate free diet.

(c) The Government of India is not aware that the Aurbedic scholars from Gurukul University, Haridwar have developed a new therapy for cure of diabetes.

(d) The question does not arise.
Irregularities in NCCF

3744. DR. A.K. PATEL : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to refer to the reply given on 18 April, 1988 to Unstarred Question No. 7273 regarding allegation against Manager of National Consumer Cooperative Federation and state :

(a) the action taken against the officers of NCCF responsible for committing

malpractices and irregularities in appointments during 1983 to 1985;

(b) whether irregularities were also noticed in the purchase and packing of pulses during 1978-79; and

(c) if so, whether any enquiry has been instituted to fix up the responsibility in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) NCCF have initiated fresh enquiry into the allegation. ,

(b) and (c). The NCCF have enquired into the matter. They have reported that there was no system of maintaining separate accounts for the supply of pulses through PDS in Delhi. Therefore, the charges against the officer concerned could not be established.

Purchase Policy of NCCF

3745. DR. A.K. PATEL : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether it is a fact that grocery items worth crores of rupees were purchased by NCCF by overlooking the established purchase procedure and norms such as inviting tenders, formation of a Purchase Committee and without written agreements, etc; and

(b) if so, what action has been taken against the Branch Managers involved in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) NCCF procures grocery items during Rabi and Kharif seasons from the various procuring centres according to the guidelines drawn up for the purpose. Bulk of the purchases are made from regulated markets. , Certain processed items are also purchased by inviting tenders and forming purchase committees. Even then, certain irregularities in the purchase of grocery items have been referred to in the report of the statutory auditors.

(b) The NCCF have initiated follow-up action on the irregularities pointed out by statutory auditors. In one case, the branch manager has been placed under suspension and departmental action initiated against him for not following proper procedure in procurement of different commodities.

[Translation]

Action against Railway Employees for Train Accidents

3746. DR. CHANDRA SHEKHARA TRIPATHI : Will the Minister of RAILWAYS be pleased to state the number of railways employees found guilty for the railway accidents which took place during the last two years and the action taken against them, zone-wise ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : Zone-wise break-up of Railway Staff held responsible and punished for causing consequential train accidents during 1986-87 and 1987-88 is given below :

Railway	No. of Railway employees held responsible		No. of employees punished		Disciplinary action in progress	
	1986-87	1987-88	1986-87	1987-88	1986-87	1987-88
1	2	3	4	5	6	7
Central	67	88	67	81	—	7
Eastern	107	93	107	89	—	4
Northern	99*	166£	98	131	—	13

1	2	3	4	5	6	7
North Eastern	61	51	59	38	2	13
Northeast Frontier	149	67	149	60	—	7
Southern	48	56	48	56	—	—
South Central	57	58	57	42	—	16
South Eastern	78@	76\$	75	52	—	23
Western	58	62	58	59	—	3

Fioures include—

* = 1 dead £ = 5 dead, 2 superannuated

@ = 3 dead \$ = 1 dead

[English]

Platform at Bhayander

3747. SHRI S.G. GHOLAP : Will the Minister of RAILWAYS be pleased to state :

(a) whether the work for construction of a new platform at Bhayander railway station (Western Railway) is pending, if so, since when;

(b) the estimated expenditure to be incurred thereon; and

(c) the time by which this work is likely to be completed and the platform opened for traffic ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) No, Sir.

(b) Does not arise.

(c) Does not arise.

Divisional Railways Users Consultative Committee (Bombay)

3748. SHRI ANOOPCHAND SHAH : Will the Minister of RAILWAYS be pleased to state :

(a) whether Divisional Railway Users Consultative Committee for Bombay Division has been constituted;

(b) if so, its composition and the number of meetings held so far; and

(c) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF RAILWAYS (SHRI MAHABIR PRASAD) : (a) and (c). The Divisional Railway Users' Consultative Committees for Bombay Divisions are in the process of reconstitution.

(b) Does not arise.

Ban on Marketing and Advertising of Fluoride Toothpastes

3749. SHRI INDRAJIT GUPTA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Governments attention has been drawn to the article captioned 'Fear of Fluoride' appearing in Indian Express magazine section dated 24 July, 1988 wherein it is stated that the marketing of fluoride toothpaste in India is not only unnecessary and unethical but criminal;

(b) whether the national coordinator for the sub-Mission on control of fluorosis had requested for a ban on marketing and advertising of fluoride toothpastes in the country; and

(c) if so, the details thereof and Government's decision thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Yes, Sir.

(b) and (c). Ministry of Health and Family Welfare had appointed a Committee of Experts to examine all aspects of flouride in tooth paste. Dr. A.K. Susheela of All India Institute of Medical Sciences, New Delhi was also a Member of this Committee. The Committee has submitted its report. Final decision is being taken in consultation with the Director General of Health Services.

Import and Production of Edible Oils

3750. SHRI MULLAPPALLY
RAMACHANDRAN :
SHRI PARASRAM
BHARDWAJ :

Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether import of edible oil is likely to be increased during the current year;

(b) the total annual demand and annual domestic production of edible oils;

(c) the comparative figures of price of imported edible oil and of that produced in the country; and

(d) the implications of the rise in prices of edible oil in international market on the policy of Government regarding their import ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) The quantum of edible oils to be imported is decided by the Government from time to time, keeping in view the gap between demand and supply of indigenous edible oils, availability of foreign exchange, prices of indigenous oils in the open market and other related factors.

(b) The demand of edible oils during the oil-year 1987-88 has been estimated at around 52 lakh MTs., against the domestic production of about 31 lakh MTs.

(c) In view of the wide fluctuations of the prices of edible oils in the international market and within the country and also because of their wide varieties, it is not possible to work out their comparative price.

(d) The Government reviews its import policy in respect of edible oils in the light of fluctuations in prices of edible oils in the international market, actual domestic requirements, availability of foreign exchange and other related factors.

Accidents in Collieries of Eastern Coalfields-Limited

3751. SHRI MATILAL HANSDA : Will the Minister of LABOUR be pleased to state :

(a) the number of accidents that took place in collieries of the Eastern Coal-fields Limited since a high level meeting on coal industry was held at Ranchi recently; and

(b) the causes thereof and the action taken thereon ?

THE MINISTER OF LABOUR (SHRI BINDESHWARI DUBEY) : (a) After the high level meeting, during the period from 16th June, 1988 to 5th August, 1988, 4 fatal and 6 serious accidents are reported to have occurred in the collieries of the Eastern Coal-fields Limited.

(b) The accidents fall into the following categories : fall of roof; winding in shaft; rope haulage; explosives; fall of persons; fall of object and extremity caught in between. In pursuance of section 23(2) of the Mines Act, 1952, all accidents involving loss of life are required to be enquired into by the officers of the DGMS. Depending upon the gravity of the situation, certain serious accident are also enquired into by them. Enquiries into the four fatal accidents which occurred between 16th June, 1988 and 5th August, 1988 in the mines of Eastern Coalfields Limited are in various stages of investigations.

Procurement of Wheat

3752. SHRI G.S. BASAVARAJU : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether large quantity of wheat is lying in Mandis of Haryana as the farmers preferred to sell their produce to private parties rather than to Government agencies;

(b) if so, the reasons therefor; and

(c) the steps taken by Government to procure more wheat ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) to (c) No report regarding large quantities of wheat lying in Haryana mandis has been received. Wheat is procured under price support operations. The procurement arrangements were geared up to procure the maximum quantity of wheat. However, farmers are free to sell their produce in the market.

ISI Marks on Car Tyres

3753. DR. B.L. SHAILESH : Will the Minister of FOOD AND CIVIL SUPPLIES be pleased to state :

(a) whether any headway has been made for fixing of ISI Mark on car tyres;

(b) if so, the details thereof; and

(c) the likely date when such fixing of ISI marks on car tyres be made mandatory ?

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : (a) Yes, Sir.

(b) A number of applications from manufacturers of passenger car tyres have been received by the Bureau of Indian Standards and these are being processed for grant of BIS licences under the voluntary certification Marks Scheme operated by the Bureau for enabling them to fix ISI Mark on tyres. However, no licence has been granted as the manufacturers have not so far accepted the marking fee fixed by the Bureau which is a pre-requisite for grant of BIS licence.

(c) After the working of ISI Mark on voluntary basis has been worked for some-time, it will be possible to decide a date for mandatory making/Certification.

12.00 hrs.

(Interruptions)

[English]

MR. DEPUTY SPEAKER : All of you please take your seats. I will call you.

(Interruptions)

MR. DEPUTY SPEAKER : I have not allowed any one. Nothing will go on record. Mr. Rao.

*(Interruptions)**

SHRI K.S. RAO : Twelve legislators of Andhra Pradesh Assembly. *(Interruptions)*

MR. DEPUTY SPEAKER : Not allowed. There is a State Assembly. We cannot discuss it here. Not allowed.

*(Interruptions)**

MR. DEPUTY SPEAKER : It is a State subject. I cannot allow. There is an Assembly. We cannot discuss it here.

*(Interruptions)**

PROF. MADHU DANDAVATE (Rajapur) : You expunge it from the record. No State matter can be referred in this House. *(Interruptions)**

MR. DEPUTY SPEAKER : Mr. Rao, I cannot allow it. Please take your seat. Nothing will go on record.

*(Interruptions)**

MR. DEPUTY SPEAKER : It is a State Assembly matter. We cannot discuss it here. Nothing will go on record.

*(Interruptions)**

SHRI SHANTARAM NAIK (Panaji) : I am also raising the same issue.

MR. DEPUTY SPEAKER : I cannot allow it.

*(Interruptions)**

MR. DEPUTY SPEAKER : I have already given my ruling. I cannot allow the State Assembly matter to be discussed here.

*(Interruptions)**

MR. DEPUTY SPEAKER : Shri Jai Prakash Agarwal.

*(Interruptions)**

[*Translation*]

SHRI JAI PRAKASH AGARWAL (Chandni Chowk) : Mr. Deputy Speaker, Sir, during the last two days at least one hundred houses have collapsed in old Delhi. I have drawn the attention of the hon. Minister towards the problem of old Delhi several times regarding development programme which was to be accomplished in a phased manner.

[*English*]

MR. DEPUTY SPEAKER : You give it in writing and I will pass it on to the Minister concerned.

[*Translation*]

SHRI JAI PRAKASH AGARWAL : I have also given notice under Rule 193 but I have not received any response so far. The hon. Minister does not reply. Please ask the hon. Minister to reply at least because water supply to these areas is also very poor and people ask us, because we are accountable to them ? Mr. Deputy Speaker, Sir, I seek your protection.(*Interruptions*). What should I do ? Will the hon. Minister listen to this matter when people will die there ? If the hon. Minister does not listen to me, how can I perform my duty ? Therefore you please ask him to reply.....(*Interruptions*).....I had already given a notice under Rule 193 but nothing has come up. What should I do(*Interruptions*).

[*English*]

MR. DEPUTY SPEAKER : There is a way how to discuss this matter. You give in writing.

SHRI JAI PRAKASH AGARWAL : I have already given a notice.

MR. DEPUTY SPEAKER : I will look into the matter.

SHRI INDRAJIT GUPTA (Basirhat) : I have given you a notice. Telecommunication services all over the country are in danger of coming to a halt because of the prolonged work to rule agitation which is being carried on by the telecommunication engineers. I want to know whether the Government is taking any steps to settle this dispute before the services collapse completely. The Minister should make a statement. I have been giving notices and repeating notices. The Telecommunications Ministry should inform the House and the country.

MR. DEPUTY SPEAKER : I will pass on the matter to the Minister.

SHRI INDRAJIT GUPTA : Will you allow a calling attention ? I have given a calling attention notice.

MR. DEPUTY SPEAKER : I will consider it.

SHRIMATI D.K. BHANDARI (Sikkim) : I am sorry to say that the House is not bothered about the human misery that is caused by the earthquake.

MR. DEPUTY SPEAKER : Already, the matter was raised by hon. Members. The Speaker already promised that he will consider this. The concerned Minister will make a statement in course of time. Afterwards we will discuss it.

SHRIMATI D.K. BHANDARI : I have given a calling attention because Sikkim was badly affected by this.

MR. DEPUTY SPEAKER : Other members have already raised this matter.

PROF. MADHU DANDAVATE : It is not her mistake that she came late.

SHRI HANNAN MOLLAH (Uluberia) : In my district, Howrah more than three hundred foundry factories have been closed down since the 17th August due to shortage and non-supply of pig iron and coal by the Central Government. Every year since 1982 the required pig iron is not supplied to those industries. Fifty thousand metric tonnes are required, but last year they gave

only 2,000 and this year they have not supplied even one kg of pig iron. Thousands of workers are on the street. It is a very serious matter.

MR. DEPUTY SPEAKER : When the appropriate Ministry comes up for discussion you can speak at that time.

SHRI HANNAN MOLLAH : I have given a notice.

MR. DEPUTY SPEAKER : I will consider your notice. Please take your seat.

SHRI HANNAN MOLLAH : Ask the Minister to make a statement.

MR. DEPUTY SPEAKER : He cannot answer like that. When you have given a notice, it will be considered.

SHRI V. SOBHANADREESWARA RAO (Vijayawada) : When are we going to discuss clearance of pending projects ? It is a very important matter.

MR. DEPUTY SPEAKER : The Business Advisory Committee is there to decide.

SHRI V. SOBHANADREESWARA RAO : We have already given a notice.

MR. DEPUTY SPEAKER : If you have given, it will be considered. It will be put before the Business Advisory Committee.

Now, Papers to be Laid on the Table, Shri Motilal Vora.

12.07 hrs.

PAPERS LAID ON THE TABLE

[English]

Notification under Aircraft Act, 1934 and Statement correcting answer to SQ No. 1082 at 12-5-1988 and giving reasons for delay in correcting the reply

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : On behalf of my colleague, Shri Moti Lal Vora, I beg to lay on the Table ;

(1) A copy each of the following Notifications (Hindi and English versions) under section 14A of the Aircraft Act, 1934 :

(i) The Aircraft (First Amendment) Rules, 1988 published in Notification No. G.S.R. 399 in Gazette of India dated the 28th April, 1988 together with explanatory note thereon.

(ii) The Aircraft (Second Amendment) Rule, 1988 published in Notification No. C.S.R. 498 in Gazette of India dated the 3rd June, 1988 together with explanatory note thereon. [Placed in Library. See No. LT-6428/88]

(2) A statement (Hindi and English versions) (i) correcting the reply given on the 12th May, 1988 to Starred Question No. 1082 by Shri Jagannath Patnaik, M.P. regarding capitation fee charged by private medical colleges and (ii) giving reasons for delay in correcting the reply. [Placed in Library. See No. LT-6429/88]

Notifications under Central Excises and Salt Act, 1944 and Customs Act, 1962

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K. PANJA) : I beg to lay on the Table :

(1) A copy each of the following Notifications (Hindi and English versions, under sub-section (2) of section 38 of the Central Excises and Salt Act, 1944 :

(i) G.S.R. 727 (E) published in Gazette of India dated the 23rd June, 1988 together with an explanatory memorandum fixing basic excise duty on castings and cast articles of iron or steel and forgings and forged articles of steel which have undergone processes upto the proff-machining stage.

(ii) G.S.R. 771(E) and G.S.R. 773(E) published in Gazette

of India dated the 6th July, 1988 together with an explanatory memorandum seeking to provide for the levy of excise duty in respect of the catalysts, sponge, powdered ingots and compounds and articles of precious metals manufactured on job basis only on the job charges plus the value of the fresh metal added, if any.

- (iii) G.S.R. 772(E) published in Gazette of India dated the 6th July, 1988 together with an explanatory memorandum seeking to provide for concessional rate of excise duty of 12 per cent ad-valorem on the unglazed sintered clay tiles.
- (iv) G.S.R. 775(E) published in Gazette of India dated the 7th July, 1988 together with an explanatory memorandum seeking to exclude certain photographic films and colour paper from the scope of notification No. 175/86 CE dated the 1st March, 1986 which provide for general small scale exemption on specified excisable goods.
- (v) G.S.R. 798(E) published in Gazette of India dated the 18th July, 1988 together with an explanatory memorandum seeking to extend the excise duty exemption scheme for specified goods manufactured by small scale industries to package tea.
- (vi) G.S.R. 832(E) published in Gazette of India dated the 3rd August, 1988 together with an explanatory memorandum regarding duty on raw naphtha.
- (vii) G.S.R. 833(E) published in Gazette of India dated the 3rd August, 1988 together with an explanatory memorandum regarding excise duty

on rubber parts and accessories of cycle and cycle rickshaws. [Placed in Library. See No. LT—6430/88]

- (2) A copy each of the following Notifications (Hindi and English versions) under section 159 of the Customs Act, 1962 :
 - (i) G.S.R. 76 (E) published in Gazette of India dated the 1st July, 1988 together with an explanatory memorandum seeking to exempt basic customs duty on titanium dioxide in excess of 40 per cent upto 30th June, 1989.
 - (ii) G.S.R. 774(E) published in Gazette of India dated the 7th July, 1988 together with an explanatory memorandum, prescribing a concessional rate of basic customs duty of 60 per cent ad valorem on jumbo rolls of graphic art films and photographic colour paper.
 - (iii) G.S.R. 791(E) published in Gazette of India dated the 18th July, 1988 together with an explanatory memorandum seeking to exempt 2, 6-DEA when imported for manufacture of butachlor from basic duty in excess of 25 per cent ad valorem.
 - (iv) G.S.R. 792(E) published in Gazette of India dated the 18th July, 1988 together with an explanatory memorandum, seeking to exempt auxiliary duty on 2, 6-DEA covered by notification No. 217/88-Customs dated the 18th July, 1988.
 - (v) G.S.R. 793(E) published in Gazette of India dated the 18th July, 1988 together with an explanatory memorandum making certain amendments to Notification No. 12/84-Customs dated the 17th January 1984, 464/86-Customs dated the 18th

August, 1986 and 16/88-Customs dated the 1st March, 1988.

- (vi) G.S.R. 794(E) published in Gazette of India dated the 18th July, 1988 together with an explanatory memorandum seeking to omit one redundant entry, and incorporated correct technical name of one of the bulk pesticides listed in the exemption notification.
- (vii) G.S.R. 795(E) published in Gazette of India dated the 18th July, 1988 together with an explanatory memorandum seeking to prescribe basic customs duty at the rate of 50 per cent and additional duty at the rate of 10 per cent on the spare parts of computers and computer peripherals falling under heading No. 8473.30.
- (viii) G.S.R. 796(E) published in Gazette of India dated the 18th July 1988 together with an explanatory memorandum prescribing auxiliary duty at the rate of 30 per cent on the goods covered by Notification No. 221/88-Customs dated the 18th July, 1988.
- (ix) G.S.R. 802(E) published in Gazette of India dated the 19th July, 1988 together with an explanatory memorandum prescribing basic customs duty on butachlor at 45 per cent ad valorem.
- (x) G.S.R. 803(E) published in Gazette of India dated the 19th July, 1988 together with an explanatory memorandum seeking to delete redundant entry in Notification No. 15/88-Customs dated the 1st March, 1988. [Placed in Library. See No. LT—6431/88]

Annual Report of National Capital Region Planning Board for 1987-88

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI DALBIR SINGH) : I beg to lay on the Table :

A copy of the Annual Report (Hindi and English versions) of the National Capital Region Planning Board for the year 1987-88 under section 26 of the National Capital Region Planning Board Act, 1985. [Placed in Library. See No. LT—6432/88]

Annual Report of New Delhi Tuberculosis Centre, New Delhi for 1986-87 and Statement for delay in laying these papers, Annual Report and Review on the working of Kidwai Memorial Institute of Oncology Bangalore for 1986-87 etc.

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : I beg to lay on the Table.

- (1) A copy on the Annual Report (Hindi and English versions) of the New Delhi Tuberculosis Centre, New Delhi, for the year 1986-87 along with Accounts.
- (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—6433/88]
- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Kidwai Memorial Institute of Oncology, Bangalore, for the year 1986-87 along with Audited Accounts.
- (ii) A copy of Review (Hindi and English versions) by the Government on the working of the Kidwai Memorial Institute of Oncology, Bangalore, for the year 1986-87.
- (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—6434/88]

Standards of Weights and Measures (Packaged Commodities) Second Amendment Rules, 1988 and Notifications under Indian Standards Act, 1986

THE DEPUTY MINISTER IN THE MINISTRY OF FOOD AND CIVIL SUPPLIES (SHRI D.L. BAITHA) : I beg to lay on the Table :

- (1) A copy of the Standards of Weights and Measures (Packaged Commodities) Second Amendment Rules, 1988 (Hindi and English versions) published in Notification No. G.S.R. 779(E) in Gazette of India dated the 11th July, 1988, under sub-section (4) of section 83 of the Standards of Weights and Measures Act, 1976. [Placed in Library. See No. LT—6435/88]

- (2) A copy each of the following Notifications (Hindi and English versions) issued under section 3 of the Bureau of Indian Standards Act, 1986 :

- (i) S.C. 541 (E) published in Gazette of India dated the 2nd June, 1988 making certain amendments to Notification No. S.O. 278(E) published in Gazette of India dated the 1st April, 1987.

- (ii) S.O. 555(E) published in Gazette of India dated the 9th June, 1988 making certain amendments to Notification No. 278(E) published in Gazette of India dated the 1st April, 1987. [Placed in Library. See No. LT—6436/88]

- (3) A copy each of the following Notifications (Hindi and English versions) issued under section 4 of the Bureau of Indian Standards Act, 1986 :

- (i) S.O. 1402 published in Gazette of India dated the

7th May, 1988 making certain amendments to Notification No. S.O. 464(E) published in Gazette of India dated the 12th May, 1987.

- (ii) S.O. 519(E) published in Gazette of India dated the 25th May, 1988 making certain amendments to Notification No. S.O. 464(E) published in Gazette of India dated the 12th May, 1987.

- (iii) S.O. 544(E) published in Gazette of India dated the 9th June, 1988 making certain amendments to Notification No. S.O. 464(E) published in Gazette of India dated the 12th May, 1987. [Placed in Library. See No. LT/6437/88]

Metalliferous Mines (Amendment) Regulations, 1988

THE DEPUTY MINISTER IN THE MINISTRY OF LABOUR AND DEPUTY MINISTER IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI RADHA KISHAN MALVIYA) : I beg to lay on the Table :

A copy of the Metalliferous Mines (Amendment) Regulation, 1988 (Hindi and English versions) published in Notification No. G.S.R. 685(E) in Gazette of India dated the 7th June, 1988 under section 61A of the Mines Act, 1952. [Placed in Library. See No. LT—6438/88]

12.08 hrs.

MESSAGES FROM RAJYA SABHA

[English]

SECRETARY-GENERAL : Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha :

- (i) 'I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held today, the 19th August, 1988, adopted the follow-

ing motion in regard to the presentation of the Report of the Joint Committee of the Houses on the Indian Medical Council (Amendment) Bill, 1987 :

"That the time appointed for the presentation of the Report of the Joint Committee of the Houses on the Indian Medical Council (Amendment) Bill, 1987, be further extended upto the last day of the Hundred and fiftieth session of the Rajya Sabha."

- (ii) "In accordance with the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha. I am directed to inform the Lok Sabha that the Rajya Sabha, at its sitting held on the 19th August, 1988, agreed without any amendment to the Religious Institutions (Prevention) of Misuse) Bill, 1988, which was passed by the Lok Sabha at its sitting held on the 11th August, 1988."

12.09 hrs.

STATEMENT CORRECTING ANSWER
 TO S Q NO. 1062 DATED 12.5.1988
 RE : REORIENTATION OF MEDICAL
 EDUCATION (ROME) SCHEME

[English]

THE MINISTER OF STATE IN THE
 MINISTRY OF HEALTH AND FAMILY
 WELFARE (KUMARI SAROJ
 KHAPARDE) : On behalf of my colleague,
 Shri Moti Lal Vora, I beg to state that,
 while answering a Supplementary Question
 as to 'what' was the amount of grant relea-
 sed during 1985-86 with reference to
 Starred Question No. 1062 on 12th May
 1988, my colleague, Shri Moti Lal Vora had

started that "in 1985-86 Rs. 38.90 lakhs
 was given and Rs. 20.00 lakhs was given to
 Gujarat while we have also given fuuds to
 several States and our efforts will be to
 continue the similar trend in future also."

However, the correct position is that
 during 1985-86, no amount was relased to
 any State under the ROME Scheme. During
 the years 1986-87 and 1987-88, a total of
 Rs. 38.90 lakhs was released, viz. Rs. 20.00
 laks was released to Gujarat during 1986-87
 while during 1987-88, a sum of Rs. 4.95
 lakhs was released to Gujarat and a sum
 of Rs. 13.95 lakhs was released to
 Rajasthan. Error is regretted.

Since the session of Lok Sabha came to
 close on the 13th May, the correction is
 being made in the current session. Delay is
 regretted.

12.10 hrs.

CONSTITUTION (SIXTIETH AMENDMENT) BILL*

[English]

THE MINISTER OF STATE IN THE
 DEPARTMENT OF REVENUE IN THE
 MINISTRY OF FINANCE (SHRI A.K.
 PANJA) : On behalf of Shri B.K. Gadhvi,
 I beg to move for leave to introduce a Bill
 further to anend the Constitution of India.

MR. DEPUTY SPEAKER : The
 question is :

"That leave be granted to introduce
 a Bill further to amend the Constitution
 of India."

The motion was adopted.

SHRI A.K. PANJA : I introduce** the
 Bill.

*Published in Gazette of India Extra ordinary, Part II, Section 2, dated 22.8.1988.

**Introduced with the recommendations of the President.

12.11 hrs.

MATTERS UNDER RULE 377

[Translation]

- (i) **Need to include the Adivasis living in border areas of Uttar Pradesh in the List of Scheduled Tribes as has been done in the case of Adivasis living in Madhya Pradesh**

SHRI BHISHMA DEO DUBE (Banda) : The Southern borders of Jhansi, Hamirpur, Banda, Allahabad, Mirzapur and Varanasi etc. districts of U.P. touch Madhya Pradesh. People living in this Southern part of U.P. and its adjoining northern part of M.P. continue to maintain some cultural and social milieu over generations. This area is predominantly inhabited by Adivasis. The Central Government provides them special facilities under the special category for their upliftment but one is startled to see that people belonging to some caste living on the border of Madhya Pradesh have been included in the list of Scheduled Tribes and get all facilities for which Scheduled Tribes are entitled but Adivasis living on the border within the territory of Uttar Pradesh are not included in the list of Scheduled Tribes and are being denied all those facilities which are enjoyed by their Kith and Kin living across the border in Madhya Pradesh. It is totally unjustified.

Therefore I request the Government to include these lakhs of adivasis of Uttar Pradesh in the list of Scheduled Tribes by making a necessary amendment in the Constitution as early as possible so that they may also enjoy all the facilities referred to above.

- (ii) **Need to prepare and implement a project to Ghaghar river to benefit Rajasthan**

SHRI BIRBAL (Ganganagar) : The news of flood in the Ghaghar and the devastation caused by it to the cities and farmers of Ganganagar district always form headlines of newspapers. This flood water, if used timely and properly in the dry land areas of Rajasthan, can be

proved a boon for Rajasthan. When there is no flood in Ghaghar which is locally called "Nali" the farmer longs for this water because the paddy crop cannot be ready for harvesting without this water. This river originating from Shivalik hill ranges of Himalaya after passing through Shimla, Ambala, Patiala and Hisar districts and the point where it drops in Talwara Lake of District Ganganagar, a siphon is there in Indira Canal, the capacity of which is 20,000 cusacs. After passing through that this water enters into Hanumangarh area. Due to natural calamities, lack of far sightedness in the policies and lack of direction have caused frustration among the farmers affected by the flood in the Ghaghar.

I, therefore request the Central Government to hold high level consultations and convert the curse of the Ghaghar into boon. The Government is requested to clear this project as early as possible so that the flood of the Ghaghar could be proved boon for Rajasthan.

- (iii) **Need to give financial assistance to Orissa for flood affected people in Keonjhar, Balasore and Cuttack Districts**

***SHRI HARIHAR SOREN (Keonjhar) :** Keonjhar, Balasore and Cuttack Districts in Orissa have suffered extensive damage in the recent flood in river Baitarni. More than 2 lakh people from 16 blocks in these three districts are affected by the floods. Thousands of people belonging to 35 villages of 17 Gram Panchayats under three blocks in Keonjhar district alone are affected. 54,000 hectares of cultivated land has been submerged. The damage caused to crops and cultivated land is much more than the preliminary assessment made. Apart from Baitarni, the flood in Samakoi river has caused extensive damage in Telkoi area of the district. The relief work undertaken in the affected villages is very inadequate.

As such, I urge upon the Union Government to provide necessary funds to the State Government to provide assistance to the farmers of the affected villages so that relief work is undertaken in all the affected villages on war footing.

*Translation of the matter originally raised in Oriya.

[English]

**(iv) Need to set up a Separate Bench of
Orissa High Court at Sambalpur**

DR. KRUPASINDHU BHOI
(Sambalpur): The need to establish a circuit bench of Orissa High Court at Sambalpur is a long pending demand. The Orissa High Court is situated at Cuttack. The distance between Cuttack and Western Orissa is more than 200 kms. The clients as well as the advocates from Western Orissa find great difficulties to come to Cuttack High Court. The establishment of a circuit bench of Orissa High Court at Sambalpur will provide a great relief to them. The people of Western Orissa are agitating over this issue. Therefore, in the interest of the people of the Western Orissa, it is necessary to set up a separate bench of Orissa High Court at Sambalpur. I request the Union Law Minister to take necessary steps to set up a separate bench of Orissa High Court at Sambalpur forthwith.

**(v) Need to Allocate Sufficient Grant for
the Development of Visakhapatnam**

SHRI BHATTAM SRIRAMA MURTY
(Visakhapatnam): In Visakhapatnam there are a large number of public sector undertakings which have so far invested about Rs. 4000 crores. After the completion of the VSP Steel Plant, the investment is likely to increase to Rs. 10,000 crores in the next two years, and between Rs. 15,000 and Rs. 16,000 crores after the Alumina Plant at K.D. Peta comes up with an estimated cost of about Rs. 2000 crores and a petrochemical complex with the same estimated cost.

All the infrastructural facilities created by the Municipal Corporation VSP are being utilised by the Public sector undertakings with a huge complement of employees living in and around Visakhapatnam.

The Municipal Corporation is required to cope up with the increasing population, which is expected to increase from 13 lakhs to 27 lakhs by the turn of the century. Visakhapatnam is one of the fastest growing cities in Asia. Due to the high growth rate of population and impact of industrialisation

and modernisation, the Visakhapatnam Municipal Corporation and the Urban Development Authority have to formulate a master plan. The immediate requirement to meet the basic development programme for the Visakhapatnam Metropolitan region will be about Rs. 400 crores.

The tax revenue earned by Union Government from Visakhapatnam city, through income-tax, excise and customs duties will be around Rs. 400 crores per year. It would be just and proper that at least one per cent of the total investment of the public sector undertakings, is set apart for meeting the civic amenities. The Union Government should, therefore, allocate sufficient grant for the development of Visakhapatnam.

**(vi) Need to make Alloy Steel Plant
Durgapur technically and
economically viable**

SHRI BASUDEB ACHARIA
(Bankura): Sir, According to the latest decision of the Steel Authority of India Limited, the stainless steel slab produced through continuous casting machines of Alloy Steel Plant, Durgapur, which has already been commissioned and has started production, will be sent to France and Finland for hot rolling to hot band and will be brought back to India for cold roll to stainless steel at Salem. This route conversion of products cannot be a techno-economically accepted process. This process can be done in Alloy Steel Plant, Durgapur itself by installing one Slazell mill and one Sendzimir Mill for hot and cold rolling of its products.

The installation of these rolling facilities in Alloy Steel Plant, Durgapur will involve minimum expenditure for the prevailing infrastructural facilities. Otherwise route conversion of materials from abroad or installation of such kind of mill in any part of India will be more expensive and will make the Alloy Steel Plant sick.

I urge upon the Government to change its decision and take steps to make the Alloy Steel Plant, Durgapur techno-economically viable by way of sanctioning expansion and modernisation schemes.

[*Translation*]

(vii) Need to improve sanitation and removal of accumulated rain water in Delhi

SHRI BHARAT SINGH (Outer Delhi) :

Mr. Deputy Speaker, Sir, there is acute shortage of drinking water in Delhi. Due to low pressure, water does not reach first and second floor in old settlements and the houses situated at higher level in villages. The pressure of water is quite low. The epidemics like gastroenteritis and cholera broke out in Delhi due to non-availability of pure drinking water and inhygenic conditions in re-settlement colonies. The Government inoculated lakhs of persons in order to check the epidemic but even today we can see lot of rainy water accumulated in Dakshinpuri, Madangir, Tigri, Hasthal, Pankha Road, Nangloi, Jawalपुर, Sultanपुर, Mangolपुर, and Shukurपुर. Heaps of filth is lying in Haidarpur, Shalimar and Rajpura and villages dirty water is accumulated as their no drainage system. The cleanliness operation in trans-Yamuna areas started only after the visit of our young Prime Minister in that area. Although cleanliness operation is still on but they let the dirt of safety tanks of latrines pass in 'nallas', Shukurपुर, Mangolपुर and on the roads as well. In case immediate steps are not taken for the supply of fresh drinking water and for the drainage of accumulated water, the lives of lakhs of residents will be threatened by the epidemic which may break out. Therefore the Government is requested to take immediate and concrete steps in this direction.

(viii) Need to enforce prohibition throughout the country

SHRIMATI PATEL RAMABEN RAMJIBHAI MAVANI (Rajkot) : Mr. Deputy-Speaker Sir, the use and trade of narcotics is increasing day by day in the country. This adversely affects the physical and mental health as well as the economic conditions of the masses in general and the new generation in particular. There is a demand from all quarters to enforce prohibition throughout the country.

The use and trade of narcotics is detri-

mental to the national character. Some of the states have taken commendable steps to combat this menace while some others are going to adopt the same. Prohibition is being enforced in the states of Gujarat, Maharashtra, Tamil Nadu and Andhra Pradesh.

The Government should issue an ordinance banning the use of narcotics at least in colleges, schools, temples and other religious places and hospitals and nearby areas. There should be a ban on smoking by the Employees of Government and public-sector undertakings and using narcotics in offices. Such steps will boost our national character and morale.

12.24 hrs.

MOTOR VEHICLES BILL—Contd.

[*English*]

MR. DEPUTY SPEAKER : Now we shall go to the next item—further consideration of the following motion moved by Shri Rajesh Pilot, on the 18th August, 1988, namely :

“That the Bill to consolidate and amend the law relating to motor vehicles, be taken into consideration.”

Shri Tombi Singh to continue his speech .

SHRI N. TOMBI SINGH (Inner Manipur) : Mr. Deputy Speaker, Sir, we are discussing this Motor Vehicles Bill in the background of the fact that the growth in the number of vehicles, taking all the categories together—speedwise, tonnage-wise and size-wise—has not been matched up by the growth of the roads all over the country. The other day in reply to a Starred Question, the hon. Minister had agreed that the present length of the National Highway is not enough to meet the requirement of the increasing number of vehicles of various categories. As I said in my opening remarks the other day, I am concerned with the islands of isolation, one of which I belong to, that is, Goa, Kashmir, Himachal Pradesh, Sikkim, Arunachal, Pradesh, Meghalaya, Nagaland, Manipur, Mizoram and Tripura.

These are some of the places where roadways are the lifelines and there is no other means of mobility in these places. I would like to draw the attention of the hon. Minister to a very important aspect of this matter. Although this Bill concerns only the vehicles, but the movement of the vehicles their safety and the road safety, the most important precondition is that we should have enough roads breadth-wise, length-wise and quality-wise. I would like to mention that the chicken-neck corridor at Siliguri in North-Bengal sector which connects the Eastern India with the rest of India is very important from civil as well as defence points of view, and also from the point of view of movement of passengers and goods to and from the Eastern region.

Sir, the region requires more roads in addition to the existing ones. Those of us who go by air to cover distance and negotiate distances by trains to visit different places may not have an idea of the difficulty being faced there. I had the opportunity of travelling by surface along this road quite a few times. This requires were by-passes and alternative and additional roadways because there is a lot of congestion here. On the one hand accidents are taking place very frequently all of which do not come in the newspaper Reports while on the other hand the movement is very slow—day in and day out all the categories of the vehicles are just crowded on the highway. In this sector this difficulty has to be removed on priority basis.

Then, Sir, coming to my own region, I would like to submit that Manipur is served by two National Highways—Dimapur-Imphal highway and Silchar-Imphal highway. The Dimapur-Imphal highway is passing through Nagaland and 50% of this highway passes through Nagaland. I have nothing to say against Nagaland Police and their peculiar behaviour to outsiders, because they have their own rules and regulations to suit their region. But this is not favourable and attractive to the outsiders who are mostly tourists going to our state. Therefore, we have already suggested a number of times that we should be provided with an alternative highway beginning from a point in Assam on the railway line touching a point of this National Highway No. 39 without

touching any territory of Nagaland so that people going to Minipur side may not have to experience any harassment at the hands of the Nagaland sector. I understand that some survey has been made in this regard.

Then, Sir, the present Silchar-Imphal Highway is giving quite good service and has justified its existence but then this cannot serve the purpose of any alternative to this Imphal-Dimapur highway because in the case of Imphal-Silchar highway, Silchar is quite out of the way and people generally would not like to go by this route to Silchar and then go to the other parts of the country through the tunnels and M.G. railway route to. This is a new road quite narrow and suffering from frequent landslides. The road is closed to regular traffic, most of the time due to landslides and permanent bridges yet to be constructed at many places.

Sir, coming to another point, a capital city like Imphal needs more roads particularly a ring-road to connect the two highways Nos. 53 and 39. Even now there is no connection between the highway No. 39 and 59. The No. 39 highway passes through the busy city of Imphal, this requires a by-pass so that it may not pass through the busy city. Similarly, there might be other highways passing through various cities in different parts of the country. As far as possible, the highways passing through the bus market places and cities all over the country should be diverted *via* by-passes. I think this will solve a lot of congestion and accident problems all over the country.

Sir, in this Bill care has been taken regarding an aspect. According to Clause 110 under Chapter VII, the Central Government can make the rules on certain matters and one of such matters is the emission of smoke, visible vapour, sparks, ashes, grit or oil and mention also has been made of reduction of noise. It is quite in the fitness of things that Government's attention has been paid to this aspect because when the number of vehicles increase and the sizes of vehicles also increase, there is need to control pollution in every sector of the roads. The emission of smoke, visible vapour, grit

[Shri N. Tombi Singh]

and oil and also the excessive noise create disturbance to people sitted of the roadside as well as to other vehicles passing alongside the vehicles making great noise. I thing the Government should take proper care to implement these provisions in this regard effectively.

I would like to make another mention with your permission. The construction of National Highways in our part of the country is very expensive because the quality of road construction material is very low and labour is very expensive nevertheless the only means of movement is the road. The Central Government may consider more allocation of funds to such areas where construction material and labour are costly. And side by side with that, I would like to say, Sir, that the State Capital Imphal should have a ring road encircling it for which special grant may be given. We also still do not have an inter-State bus terminal which could also be used as an inter-district bus terminal. For that, in the periphery of the greater Imphal area we should have an autonagar for which the Government of India may kindly consider giving special grants. We are small States financed more or less 10 per cent by the Centre. So, when I make this proposal, I know that the State Government is a regularly constituted democratic government. The Chief Minister of Manipur the other day in a press conference said that the state transport Corporation is in shambles there and it needs a thorough reorganisation. So, I am sure that when the State Government makes a proposal in this behalf, frankly admitting failures, if any, the Central Government will give sympathetic consideration and make sure that more allocations are made. Similar sympathetic consideration may be given to the islands of isolation, as I mentioned earlier, like Kashmir, Himachal Pradesh, Sikkim and other places.

With these words, Sir, I support this Bill.

SHRI I. RAMA RAI (Kasaragod) : Mr. Deputy-Speaker, Sir, at the outset I would like to congratulate the Minister for having brought forward the comprehensive Bill in spite of the tremendous pressure brought by the transport mafia in getting the Bill

delayed. They are even trying to get it delayed by sending it to the Joint Select Committee. Attempts are still being made to delay it even at this late hour. That is what we read from today's newspapers.

Nearly 21 amendments have been made to the original Act of 1939 and without the help of the lawyer, it is very difficult to understand some of the amendments also. At present we have a large number of vehicles and so many accidents are going on. There is a complaint of atmosphere pollution also and all necessary steps are taken against all such things by this Bill. For example, about pollution in the cities where more than 5 lakhs people are there, the Central Government has enabling powers to issue notification to restrict the number of permits. The earlier Act of 1939 vested wide-ranging powers in the Regional Transport Authority including fixation of number of vehicles, for which State carriage permits are to be given on each route. This made some of the transport Mafias to monopolise the transport sector and corruption also multiplied in this sector.

Now, coming to clauses, clause 7 of the Bill is regarding driving licence. There is, of course no distinction made between heavy goods vehicle and heavy passengers vehicle while issuing driving licence. I suggest that for issuing a driving licence to passenger bus driver, at least two years' experience of driving heavy vehicles like trucks, lorries must be insisted upon and that during that period, he had not committed any type of accident. It is because, bus driving is really a responsible job. Now, the present drivers at least must be checked by competent authority. The DTC drivers—we can see the condition, when we actually travel—should be sent in batches to Bombay to study the BEST conditions and other things. DTC bus drivers and conductors should be sent there for training.

SHRI P. KOLANDAIVELU (Gobichettipalayam) : Why do you not send them to Tamil Nadu ?

SHRI I. RAMA RAI : Yes, Tamil Nadu also. After all, we know that the perfect condition of driving comes only by experience. At the age of 40 or 45 years—

all of use are car owners and driving licence holders—we get the maturity or experience of driving. The young-sters always do some mischief and go with a minor or major accident. So, why at the age of 40 or 45 years, when he has the aturity and experience, medical certificate is insisted upon. You know, how easily one can get medical certificate. One can pay something and at any moment, one can get it. Instead of medical certificate, I suggest, let there be some compulsory insurance policy and some other thing. Insurance means, they will automatically have medical check up side by side.

Coming to clause 48 regarding transfer of ownership, no objection certifiates shall be produced along with an application for assignment of new registration mark on transfer of ownership. No objection certificate for the transfer of vehicle will not be issued by the transport authority unless you look after then properly, unless you grease their plam. Again clause 62 empowers the police to inform the State Transport Authority about the stolen vehicles and also of vehicles that have been recovered and under supar dari, as there are stamps on registration books of all these vehicles.

Again another difficulty experienced by almost all drivers, especially private vehicle owner-drivers is this. Police says that the registration book, driving licence should be produced on demand. Registration book is a valuable document just like title deed for the property. There is every possibility of getting it stolen or lost. So a weak's time should be given to produce such a valuable document, at least in the case of private vehicle owner-driver.

I am touching only a few clauses. I come to clause 122. About the parking of vehicles in non-parking places, the Traffic Police in Delhi is very alert. No Parking sign board is not easily displayed at such places that one has to go in search of such boards, especially in Chanakyapuri road. They do not even indicate whether the whole road is closed for parking or not. They drivers are easily trapped and the sign board will not be conspicuous. Whereas in Bombay, the sign board is painted in yellow colour and placed in such a place, it is displayed prominently.

About the tribunal, even now the accident cases under Clause 168 are delayed and the victims or the relatives of the victims of the road accidents have to spend lot of time and money to claim compensation. Therefore, a simpler procedure should be adopted for getting intermittent relief.

Coming to Chapter VI regarding transport undertakings. I request the hon. Minister to set a maximum limit on the number of passenger vehicles that a State Transport Undertaking can own. In this context, I can cite the example of the State of Tamil Nadu. In the anxiety to nationalise, the State Transport Undertakings own a large number of vehicles without providing an efficient service and the very purpose of Clause 99 in providing an adequate, efficient and economical service is defeated. The State Transport of Tamil Nadu is split up into a number of smaller corporations and they have healthy competition among themselves. They are giving very good service to the public. It seems they are making profit also and even incentive bonus is given to the workers. We have to study such things in our country. There are a number of State Transport Undertakings in the whole conutry but only the corporations in Tamil Nadu Transport Corporation are making profit. That is what I heard.

So, I request the hon. Minister to study the working of the Tamil Nadu Transport Corporation and then set it as an example to the other transport corporations.

The towns falling within the metropolitan region such as national capital region in Delhi would be excluded from inter-State roads. I myself being a border area man, I know what is the difficulty in inter-State border areas.

Most of the points are covered by this Bill and some of the salient features I just want to point out to complete it. Anybody having a transport vehicle and wanting to ply on non-nationalised route shall be entitled to get permit. By it, the whole affair becomes a commercial decision. That will help most of the unemployed people to come to the field and get some jobs for them. The existing transport operators or any other new operators will not be able to monopolise the business. An individual shall

[Shri I. Rama Rai]

not be entitled for more than five permits and a company for not more than ten. Again, no ceiling on the number of permits on the All India Tourist vehicles to be issued in particular State but there will be a ceiling on the holding of such permits by individuals and firms. That is also a very good suggestion under this Bill. Twin purposes are served by providing additional buses for public comfort and breaking the monopoly of the existing system. State Governments have powers to nationalise routes or regions.

By all these amendments and by inclusion of all these Clauses, I think that this Bill will serve the purpose of the people of this country.

SHRI ATAUR RAHMAN (Barpeta) : Sir, I would like to highlight the importance of this Bill by quoting a figure. The figure is that every year, 24,000 people are killed on the roads in India. This was a figure which held good three years ago and I am pretty sure that it has increased to around 25,000 or 40,000 now. I think it has come to that now. This further reinforces my argument. This is a very very important Bill and this alone is not good enough when you consider that an equal number—obviously 60000 to 70000—of people would be maimed and injured every year. So, this is indeed a very very important Bill. As some of my fellow Members have said, of all the Bills, this Bill really should have been referred to the Joint Committee. We have heard in this House many of the Members have given very good suggestions. But since the Bill is already drafted as it is before you and the bulldozing majority is there what is the use of suggesting anything? Now, it is too late probably. But then, instead of sending the whole Bill, atleast certain chapters could be discussed in a Committee, probably and that would be better.

Sir, I must say that this Bill does contain some innovations which are very good. But it is not good enough to the desired extent. At the very outset, the hon. Minister has stated that a Working Group had consulted Committees like the Road Transport and Automobiles etc. But then,

one serious omission has been in not consulting the people who would really implement the provisions of this Bill on the ground and those authorities are the Magistrates, the Police on-the-spot, the District Transport Authorities who handle the matter, who know the weaknesses of the provision of the Bill, they have not been consulted. But the Ministers have been consulted. I would like to know the Ministers who attended the meeting here in Delhi and how many of them have legal background to give concrete and practical suggestions. I think that our friend Shri Pilot, in his exuberance, has thought of getting this Bill passed which sounds like any kind of unholy alliance...*(Interruptions)* Now, in the training institutions like the institutions for the Police, institutions for the Magistrates, there are two or three acts which are commonly taught, and a lot of importance has been given to these acts. One is the Indian Penal Code, the second is the Criminal Procedure Code and the third is the Motor Vehicles Act. So, the provisions of Motor Vehicles Act are ingrained at an early stage and what happens after that? As the law exists in our country, the cases are divided into cognizable cases and non-cognizable cases. Cognizable cases are important cases and non cognizable cases are unimportant cases. Most of the provisions of this Act are considered non-cognizable, that means, unimportant. In a country where 40000 people are killed, in a year, in road accidents and as many number are maimed, how do you treat many of these provisions non-cognizable? In the Courts also I have seen myself that non-cognizable cases under the Motor Vehicles Act are not seriously taken. Once I was asked by one of the VVIPs as to how there was no real traffic control in the town or in the city. Then I told him : if in one court 20,000 traffic offence cases can be filed, where can you get the traffic control? The law is so toothless that one cannot help it. The same position holds good for the whole country. If you take a survey of disposal of traffic offence cases throughout the country, you will find that only 10 to 20 per cent cases are tried and all others are disposed of as just filed; thus there are lakhs and lakhs of cases which are just filed. The magistrates are overloaded with cognizable offences which are serious offences. As Under the

Motor Vehicles Act, most of the offences are non-cognizable offences. So, they do not care. The Railways have their own magistrates and they have their offences tried by those magistrates. I must say that Mr. Chidambaram has brought in a good provision recently in anti-corruption cases; he has said that we would have special courts. But I am not asking for any special court here. There should be a provision for separate magistrates under the Motor Vehicles Act. But that has not been done. That means, all those cases which are registered will never be tried. I would, very seriously, ask our Minister for Surface Transport to find out whether any survey could be taken about trial of cases under the Motor Vehicles Act because there are lots of cases just lying...

MR. DEPUTY SPEAKER : Please try to conclude.

SHRI ATAUR RAHMAN : I have just started, Sir.

Whatever amendments are brought under this Act will hold good for the next 40 or 50 years. We want that we should not be blamed for that later by posterity in spite of getting a second chance to modify this Act, nothing worth has been modified in the matter of trial of cases. In foreign countries, for example, the police are not treated as magistrates but I have seen that, whenever a police car is seen at a distance of, say, a mile, all the vehicles stop or slow down. But in our country they know that the police cannot do anything, they just register the cases they do not do anything...

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : It is not that the people feel that the police cannot do anything. It is the other way. The police demand something and get away with it. That is the feeling. In other countries the police is strict. You have been a police officer. People like to be posted in traffic; they would not go to reserve police or somewhere; they would prefer their posting in traffic. Please enlighten the House on those things, so that we can have the benefit of your experience.

SHRI JAGAN NATH KAUSHAL (Chandigarh) : He knows all those things.

SHRI ATAUR RAHMAN : I know all those things ..

SHRI RAJESH PILOT : Tell us about those things so that we can take action.

SHRI ATAUR RAHMAN : You have separate magistrates under the Motor Vehicles Act and give the teeth to the police so that they can be effective.

SHRI RAJESH PILOT : It is a good suggestion.

SHRI ATAUR RAHMAN : Clause 200 is good; there has been a lot of improvement brought about under this. But still the policeman suffers from lack of trust of the people and of the higher-ups. Trust begets trust. Without trust, the policeman is helpless. Since most of the cases are not tried, I would suggest departmental handling by police; as some of us feel, power should be given to the police. I gave a suggestion that Superintendent of Police at least should be trusted. If you can trust a Motor Vehicles Inspector who plays a very vital role in the implementation of this Act, why can't you trust the Superintendent of Police ? If you can trust a private organisation—in this Act, there is a provision for private garage—why can't you trust the Superintendent of Police whom you trust in all other fields ?

There are suggestions for enhanced punishment. But in the court, the Bench Assistant who maintains the register, which is called a 'non-affair register'; never logs in it or knows if a man was convicted ten years ago. Why don't you bring in computerisation in recording convictions in various courts in India ?

SHRI RAJESH PILOT : We have done that.

SHRI ATAUR RAHMAN : That is very good if you have done it. Then touting in the motor vehicles office. There is a parallel organisation going on under the shadow of Motor Vehicles offices in the motor licensing office, registration etc. and, that is, touting by various people with the connivance of the officers. There are two

[Shri Ataur Rahman]

kinds of driving licences. One in which you go through the regular tests and the Motor Licensing Officer gives you a licence. But the other is also true which I have personally seen, that the clerk in the motor vehicles office with the connivance of the Motor Vehicles Officer issues a private driving licence taking bribe. That is the other way. If you ask me how can it be stopped, I will say that whoever comes for registration to get driving licence, he should be registered against serial number one, two, three and so on. And one should go according to the registration. Then the Motor vehicle clerk will not be able to issue private licence unless the name is registered. This may kindly be considered.

Regarding the revoking of licence, it is never done. It will be of help to you if you bring in computerisation.

Regarding fitness certificates, these are important documents. But, as you know, many Members have voiced their feeling about these fitness certificates which could be got by paying a little amount or whatever the amount is charged under the Table.

Then overloading. I hope that matter has been treated with due seriousness because you will find in the villages that people travel on the roof-tops also. There should have been a provision in the Act that drivers who find the vehicles overloaded with the people on the roof-tops should be given enhanced punishment. There is no provision for it. But then it brings us to another aspect, that is of shortage of buses in the rural areas for people going to *hats* and bazars. Liberal issue of transport buses should be considered.

13.00 hrs.

I have given some amendments; but I am not sure whether they will be accepted. I will say that we should foresee that in due course we will have to bring in the question of lane system in our traffic. I have suggested that we should have parallel lanes as in foreign countries to indicate that beyond a particular lane one is not supposed to cross. Confinement to lanes is an important matter which should have been

provided for here. I hope my amendments will be accepted.

Before I conclude, I would seriously request the Minister of Transport to set up a separate magisterial bench to implement Motor Vehicles Act and to trust the Superintendent of Police more than the MVIs.

SHRI SOMNATH RATH (Aska) : Mr. Deputy Speaker, Sir, I rise to support the Bill. In the statement of Objects and Reasons it has been stated that the Supreme Court's suggestions in *M.K. Kunhimohammed vs. P.A. Ahmedkutty* as reported in AIR 1987 S.C. Page 2158 have been taken into consideration to give relief to the persons who have met with accidents in hit and run cases.

In Clause 161 of the Bill special provision as to the compensation in case of hit and run motor accidents is envisaged. Also in Clause 161 the power of the Central Government to make rules is there.

In Chapter XII, how the Claims Tribunals have to be instituted is mentioned. It is left to the State Government. I would suggest that while giving compensation relief to these persons who die or receive injuries by way of accidents, the following aspects should be seriously thought of.

No sooner accidents take place, either some middlemen or a lawyer is at the spot and they take into confidence the relatives of the victims and they fight the claim petitions before the tribunals or the courts taking huge amount from them or getting an assurance that after the compensation is given by the tribunals or decrees passed by the courts, about 70% to 80% they will take and hardly 20% goes to the relief of the victims or their legal heirs.

Since in our country we have got Lok Adalats for quick disposal of cases and also we have construed legal cells to provide assistance to the poor people. Since Government is keen about disposal of cases and, as such, has formed Lok Adalats and also assistance is given to poor people through legal cells may I suggest in respect of compensation cases before the tribunals and courts the Assistant Public Prosecutor in

the first class magistrate courts and Public Prosecutor or Additional Public Prosecutor in the district courts and government advocates in High Courts and Supreme Court should be empowered and it should be made mandatory that through them only these compensation applications will be filed. Then only the victims or their legal heir will be able to approach the tribunals or courts and get compensation in full without any payment to the lawyers or middlemen. Unless this is done, however, noble the motive of the Government or the provision of the Act the victims will not be able to get requisite compensation. This is important. Further, as mentioned in the aims and objects the implementation part is the most important thing and the best way is to give legal assistance to these people who are victims of these accidents. They should not be left at the mercy of private lawyers to file their applications before the tribunals and thus get exploited by the middlemen and the lawyers. This should be taken care of and mandatory provision should be made in the Bill to meet the situation.

In the aims and objects it has been mentioned :

“Concern for road safety standards and pollution-control measures, standards for transportation of hazardous and explosive materials.”

I want to lay stress on pollution-control measures. It needs to be strictly implemented and stringent measures taken in regard to pollution-control measures. If specific measures are not taken then this provision will remain only in the statute book and will not come into real implementation.

These two aspects I wanted to bring to the notice of the hon. Minister and when he replies I would like to know what steps are going to be taken about the implementation of this compensation either through the tribunals/courts to reach the victims direct and also about pollution-control measures.

[Translation]

SHRI VIR SEN (Khurja) : Mr. Deputy-Speaker Sir, the Bill is a comprehensive one and efforts have been made to cover nearly all aspects of the transport. For this I want to congratulate the hon. Minister.

An article on the existence of a mafia in the transport industry has been published in 'The Hindustan Times' of today. The article goes to the extent of saying that concerted efforts are being made to get this Bill withdrawn. It is not clear whether the hon. Minister is aware of this or not. There is no doubt that the mafia is rich enough to influence everybody. I would like to give an example. Before 1945, 65 buses were introduced between Delhi and Garh Mukteshwar. Every time there has been an effort to expand the service. The High Court has given a stay order. Till today there has been no addition to the number of buses plying on this route. I can only say that the High Court is also involved in stalling the expansion of bus services on this route. Whenever a petition was forwarded through a lawyer, the High Court issued a stay order without caring for the distressed population of the area. A commendable step has been taken in providing permits to whoever applies, thus removing the mafia from the picture. Section 94 says that the High Court or any other Court will not interfere in this matter. I feel that this is a very good provision. This Bill favours the affluent class. For instance, the Bill provides for a permit of five buses to an individual and a permit of eight to ten buses to a company. The person who seeks a permit for five buses usually belongs to the affluent class. I feel that one family should not be given a permit for more than one bus. So the provision should be changed and permits should be for one bus instead of five.

SHRI ATAUR RAHMAN : A person will resort to obtain 'Benaami' Permit. A law has been made for 'Banaami' transactions. A person indulging in such transactions and registering a property under a fictitious name, will henceforth acquire the property in his own name. In a State of affairs where so many people are struggling to survive, why is the Government giving a permit for five buses instead of one. The Bill also says that the financial stability of every applicant will be checked. This provision too favours the affluent class. One bus costs Rs. 3 lakh and the total cost of five buses would be Rs. 15 lakhs. A person should have the financial capacity to bear the cost and the operating expenditure of the buses.

SHRI RAJESH PILOT : I would like to clarify one point which the hon. Member

[Shri Rajesh Pilot]

will support. Why should a person who is prepared to operate bus costing a Rs. 1 lakh be considered poor ? Is it his poverty that he is operating a bus service ?

SHRI VIR SEN : New financial institutions give funds for owning buses.

SHRI RAJESH PILOT : Financial institutions finance upto 75%.

SHRI VIR SEN : There are ways for that too. Inflated bills are presented. If the bus costs Rs. 80,000, a bill of Rs. 1 lakh is shown. This amount covers everything. Financial institutions give the amount shown in the Bill. Permit should be given to those who are found capable of operating buses after availing assistance from financial institutions. The concept of a permit for five buses is wrong. The Bill provides for a permit of ten buses to companies. If a co-operative society of 100 persons is given ten buses it would mean one bus for every ten persons. On the other hand one person is being given a permit for five buses. This kind of discrimination should not be practised. Therefore I want that the number of buses one could be allowed to ply should be decided taking into account the number of shareholders and the capacity of the firm.

It has been stated that there is provision for constituting State Transport Authority under this Bill. It is essential for the chairman to possess legal knowledge. When you have made provision for appointing 4 members for other authorities, then on what basis you have provisioned for appointing only two members for the State Transport Authority. I think that provisions should be made keeping in view the area of the states and there should be provision for appointing atleast 4 members. You have laid down certain qualifications for becoming chairman, in my opinion, a man of ordinary intelligence can also manage the affairs. If some judicial matters are required to be handled, qualifications can be laid accordingly and if situation so demands, no one can object if a High Court judge is appointed. Therefore, to my view, this provision needs to be omitted.

With regard to driving licence, persons

seeking licences for heavy vehicles have been kept in a separate category from rest of the licence seekers. To my view, there is no need to make such a cumbersome procedure. Practice is needed for acquiring efficiency in driving for obtaining a licence and you should grant licences to those who have made adequate practice. I feel a month practice on heavy vehicle is suffice to make a person eligible to drive a heavy vehicle properly, but in the Bill it has been provided that no person under the age of eighteen shall drive a motor vehicle and no person under the age of 20 years shall drive a transport vehicle. In view of the present hard days, for a person who want to earn his livelihood by driving transport vehicle, extension of time by another two years is not justified. You have prescribed certain educational qualifications as compulsory for obtaining a heavy vehicle license. Does Hon. Minister know that out of total number of drivers in Punjab, 99 percent of them are illiterate who are driving the vehicles efficiently and are also doing good job I think that there is no need of any educational qualification being laid for obtaining a heavy vehicles licence. It is not known what are the considerations behind the prescribing minimum qualifications such as matric or middle, it is known to you only, but under the present circumstances, I do not feel the necessity of it.

In this connection, a reference has been made about medical certificate. You have advanced reasons for it that number of accidents has been increasing day by day. In so far as reasons for increase in number of accidents are concerned, accidents do occur if the driver drives the vehicle under influence of liquor or he is suffering from some ailments but another factor responsible for increase in number of accidents, I believe, is the attitude of the pedestrians who does not observe traffic rules and they think that they need not save their lives themselves. It is the responsibility of the driver that he should run the vehicle cautiously. I want that there should be some such provision in this Bill that if a pedestrian falls victim of an accident due to his own mistake or he does not care for the horn and is not prepared to move aside, there should be some provision for that also.

You have made provisions both for revocation of license and medical check-up which, I feel, will give a free hand to the law enforcing authorities. They will apprehend anybody at their whim and fancy and ask him to produce the medical certificate. He will be detained. When a deal will be struck, he will be set free. I feel that it will widen the scope for corruption. In the case of revocation, you have imposed a stiff clause *i.e.* satisfaction on the licensing authority. If the licensing authority is satisfied even at the first offence, his license will be cancelled. On the other hand, habitual offenders will be let off unpunished by greasing the palm. Till now I have come across this power of 'satisfaction' was limited to the President of India and Governor of a State who are empowered to take steps if they are satisfied that provisions of the constitution have been violated, but by conferring this power of personal satisfaction to the transport authority, you have now brought him at par with the President and the Governor of the States. I do not feel any necessity for it. Firstly, the word 'satisfaction' is so dangerous and wide that there can be no appeal even in the courts against its misuse. It is my suggestion that this very word 'satisfaction' should be deleted from this Bill, it is not fit to be kept.

Many things have been stated about registration here. If some one has run a bus on the basis of hypothecation, you have provided in the Bill that if he does not pay his dues, his financier can take the bus in his possession. In that situation, permit will be transferred in his name. If there is an ordinary citizen who has obtained a permit for the bus, his permit cannot be transferred in any other name, but if there is hypothecation, it can be done. I feel that it is an illegal thing. Mortgage is always a mortgage ...If somebody has mortgaged his property to another person, it does not confer the latter ownership right. I feel the permit should remain in the name in which it was originally issued, you can make a separate provision for it. The responsibility for making payment can be assigned to the guarantor. But it is not a good thing that the bus as well as the permit are transferred to the financier. If somebody has financed for 50 permit holders than he will become the owner of all the 50 buses automatically.

I think it goes in favour of financier. Therefore, this provision should be amended.

You have provided at one place that arrangements will have to be made for housing, maintenance and repairs. This implies that you want every individual permit holder to maintain his own workshop. With this steps, all the private workshop will be closed. Since the inception of transport industry for the last 40-45 years, we have seen that buses are repaired in the private workshops. The current practice of repair of the buses should be allowed to continue.

In so far as issue of certificate of fitness is concerned, everybody knows this is obtained at a price fixed for the same. I have seen fitness certificates are issued even for tatter buses whose floor and ceiling are broken. I know persons who used to get fitness certificate at a price of Rs. 100. Now it is available at a price ranging between Rs. 300 and 400. There will be no difficulty in obtaining it provided one is willing to pay the price. It will come to your doorstep. Now garage owners will also have a share in it. Now the share will be distributed among more persons. If you have made such provisions. I will not oppose them. Measures have been taken to control the long distances transport. I fail to understand why you are putting restrictions on the persons who want to carry their goods to a long distance such as Madras or to some distant places. They should be granted permits in the same way as others permits are granted.

You have also made provision that at a particular place number of buses should not be more than a prescribed number. You have specified that cities having a population up to 5 lakhs should not have more buses than the number prescribed for it. This is a good step because this causes heavy traffic and brings about accidents. But mafia will develop if the number of buses are restricted in particular area and a handful of person may monopolise in plying the buses.

You have mentioned about the number of trips and observance of time-table. If somebody submits applications for increase in number of trips, he will have to go through the entire procedure *de-novo*. This

[Shri Vir Sen]

is a combersome steps. Permission for increase of number of trips should be given along with the increase in traffic. If the traffic increases, it should be kept in view, that standing capacity should be restricted to 10 percent of the permitted capicity. There is so much over-crowding of buses on some routes, that there is no room even for physical movement.

I think that the Government should make efforts to develop certain mechanism to detect overloading of vehicles. Earlier the police used to challan the vehicles in case any overloading was detected. But I have been observing that no action is taken against the overloading for the last 10-15 years. So I urge the Government to develop some machinery for this purpose and action must be taken in every case of overloading. Sitting on roofs should be totally prohibited.

You have provided for giving permit for 50 km route to the private operators which is quite insufficient. It would be better to increase it to 100 km. Another provision made in this Bill seems to be ridiculous viz if the time-table indicates that it will lead to over speed, then he will not get licence. Those who want to get the licence issued, would set the time route in a way that no over speed would be detected. So, this provision does not seem to have been made after due deliberations, In the light of this fact, permission should be given just up to the frequency of 2-3 minutes.

I have mentioned the most important aspects including the conditions of granting permit. With these words I thank you and the hon. Minister.

[English]

SHRI P. KOLANDAIVELU (Gobichettipalayam) : Mr. Deputy Speaker, Sir, this Bill which has been brought in by the Hon. Minister for Surface Transport, is a very important Bill. But, now when the Bill is out-moded, is 50 years old the Minister has again brought in this Bill with so many amendments.

First of all I would like to tell the House that when this Bill was passed in 1939, it had only 135 sections. Even though the Hon. Minister know that there

are so many amendments that have to be carried out and in fact the Minister himself gave more than 80 amendments, and Bill was brought again in 1987. Then in 1987 this Bill was withdrawn, and now again he has brought in a new Bill.

The Bill which was brought in 1987 contained only 218 clauses whereas the Bill which has been brought in now contains 217 clauses, just one clause less than the 1987 Bill. The clause which has been taken away from the old Bill of 1987 is with regard to the jurisdiction of courts. I would like to know from the Hon. Minister why such an important provision has been taken away. And even in the Statement of Objects and Reasons you have not stated anything with regard to taking away of this clauge. I would like to know why this clause, which was there in 1939 Bill, has been taken away. No reason has been given for this. I thought that the initial speech of the Hon. Minister might explain this fact but there was no such mention. The Minister has to come forward with an explanation to this effect.

What actually is the object of this Bill ? There are three main objects of the Bill. Number one is to amend any of the existing provisions of the old Act of 1939 which unduly restrict or hamper smooth transport operation. That is the basic idea under which the Bill was brought.

Secondly, to simplify the procedure under Chapter 4 (a) of Act, i.e. special provisions relating to the State Transport Undertakings in the light of the operating passenger traffic in public sector during the past 30 years.

The third object is the simplification of the procedure and policy liberalisation for private sector operations.

So Sir, these three objects are the basic principles of this Bill introduced by the hon. Minister.

I want to bring out an important suggestion which has been made in the Seventh Five Year Plan. With regard to passenger transport, it is stated in the Seventh Five Year Plan that considering the demand for passenger transport in the context of difficult resource position, the alternative of

private operators meeting the shortfall would be actively pursued within the framework of assured policy regarding the future role of private transport. So, we cannot neglect the private sector altogether. The hon. Minister know's personally well what actually the private sector is doing for the nation. When there was a strike by the employees of the Delhi Transport Corporation, it was only the private operators who came to the rescue of the Government. Without the private operators, the passengers would not have been able to go from one place to another. So, in times of confusion, when there is a strike in a State transport undertaking, only the private operators come to the rescue of the transport operations and thus come to the rescue of the people and the Government.

Let me tell you another thing with regard to the growing demands of transport. Shri P.G. Bhatnagar Director, Central Institute of Road Transport, Poona has said that the trend in passenger traffic created since 1950 indicates that by 2000 AD, the demand would be three-fold of 1983-84. What was the position in 1983 and 1984. We are having only one lakh and ninety thousand buses all over the country. If the demand were to increase three-fold by 2000 AD, we must have two lakh and eighty thousand buses more. At that point of time, what would be the cost of the vehicle? Each vehicle will cost about Rs. 4 lakhs and the total cost for two lakh and eighty thousand buses would Rs. 11,200 crores! Will you be able to have so much of money then? Will the Planning Commission or the Finance Ministry give you Rs. 11,200 crores to purchase two lakh and eighty thousand buses? Will you be able to satisfy the requirements of the people at that time? Will you be in a position to meet the demands of the people? You will not be able to meet the requirements of the people. Actually, according to the Planning Commission, there is preponderance of over-aged vehicles of outmoded designs and obsolete technology, invariably loaded beyond permissible limits, plying on poor road surface under havidous traffic conditions. Such is the state of affairs of our public transport system. Such is the present condition of our buses. Under such conditions, how can this Act come to the rescue of the people and how can it help

the State Transport Undertakings? How is it going to help the private sector? I want to know all these things from the hon. Minister.

If you really want to give better facilities to the people, coexistence of public sector and private sector must be there. If you neglect the private sector, the State Transport Undertakings will never be able to meet the demands of the people. I know it very well. There is only one way to improve the transport facilities. In this context, I may cite the example of the State of Tamil Nadu. If you compare Tamil Nadu regarding the fare structure and services rendered with other States will reveal that Tamil Nadu is the best. Everybody had accepted it. The best Productivity Council Award was given to Tamil Nadu for 1985-86. For the last seven or eight years, the transport cooperations of Tamil Nadu are getting national awards. Now I will give you the details regarding the awards which were given to Tamil Nadu.

Year	Detail
1978	Employment of Physically Handicapped
1981	Fuel Conservation
1982	Fuel Conservation
1982	Improvement in Productivity
1982	Improvement in Productivity
1982	Employment of Physically Handicapped
1983	Improvement in Productivity
1983	Improvement in Productivity
1983	Improvement in Productivity
1983	Improvement in Productivity
1983	Safety Award
1984	Improvement in Productivity : City Transport Mufussil Transport
1984	Award for new inventions
1985	Award for Physically Handicapped

[Shri P. Kolandaivelu]

Year	Detail
1985	Improvement in Productivity
1985	Improvement in City Transport
1985	Vehicle Productivity
1986	Fuel Conservation
1986	Economy in Tyre.
1986	Vehicle Productivity

Now, what else you want? The Transport Corporations of Tamil Nadu are the best ones which give good services to the people and the vehicles are also maintained very well.

I do not want to say much about the Delhi Transport Corporation (DTC).

You see how the DTC buses are maintained. All worn out and outmoded vehicles are being plied in the best roads of Delhi. You are having very good roads in New Delhi but all the vehicles are very badly maintained and they are also very old. Why are you keeping old vehicles in New Delhi?

What about the fare structure?

In different States, different fares are being followed. Why don't you bring through the present Act that a single fare structure should be followed all over the country? There is no such provision or clause in the Act. But I will tell you which State is following the lowest fare structure. Beyond providing all facilities to the people and after serving people in a better way, Tamil Nadu is maintaining a very-very low fare structure though the tax structure is very high when compared to other States. So the service is being done for the people by tapping the rich and patting the poor. That is the policy we are adopting in Tamil Nadu.

As far as fare structure of some States are concerned they are as follows :

Andhra Pradesh	10 P. per Km.
Maharashtra	11.70 P. per Km.
Haryana	11.50 P. per Km.
Sikkim	18 P. per Km.
Madhya Pradesh	12.50 P. per Km.
Rajasthan	11.78 P. per Km.
Tamil Nadu	9.50 P. per Km.

So Tamil Nadu is the lowest. Why not you give directions to all the States to implement a policy of having only one fare structure whether it is Rs. 9.50 or whatever it may be. There is no such provision or clause in this Act.

Even regarding the strengthening of fleet you want to have a policy of nationalisation. I want to know from you whether you have nationalised all the bus services? What is the percentage you have obtained so far? After independence, i.e. after a period of forty years, what is your policy? Have you nationalized all, or almost all the routes? You have not yet done it. What about the States? The Congress (I)-run States are far behind the non-Congress (I)-run States in this regard. That is what I want to tell you.

Even with regard to fleet strength, only Tamil Nadu comes first. The State transport undertakings in Tamil Nadu have 10,273 buses. The total number of buses in the State, including those of private operators is 16,467. What about the population of Tamil Nadu? It is 4.82 crores. In Maharashtra, the State transport undertakings have 11,895 buses, and the total strength of buses in the State is 13,990, and the State's population is 6.27 crores. In Andhra Pradesh, the State transport undertakings have 8,395 buses, and the total strength of buses there is 10,132. Its population is 5.33 crores. In Uttar Pradesh, the State transport undertakings have 5,946 buses, and the total number of buses is 11,180. The population there is 11.08 crores. In Karnataka, the State transport undertakings have 6,741 buses, and the total number of buses is 11,021. The State's population is 3.70 crores.

The figures in West Bengal are very low. The other day, Mrs. Geeta Mukherjee was speaking about the private and public sectors. She is not here now. Anyway, I hope what I say about West Bengal will reach her ears. In West Bengal, the State transport undertakings have 1,199 buses, and the total number of buses there is 9,227. Its population is 5.45 crores. Most of the buses in West Bengal are being run only by the private operators. But they say that this Act is actually giving a boost only to the private operators. How can they say that? More than 8,000 buses are being run there in West Bengal only by private operators. Only 1,000-odd buses are being run by State transport undertakings there. What is the ratio that we adopt? Are we serving the people or not? The people want to know the policy of the Government. Are we not proceeding towards the 21st century? Here is our young Prime Minister who wants to take our people to the 21st century.

Are we actually formulating a policy for the 21st century? How many buses are being run per lakh of population? What is the ratio? The international ratio is that we have to provide 70 buses per lakh of population. Are we providing this number of buses in any of the States? No State is providing 70 buses per lakh of population. For every lakh of population, in Madhya Pradesh only eleven buses are provided; in Rajasthan 14, in Maharashtra 22, in Uttar Pradesh ten, in Andhra Pradesh 19, in Jammu and Kashmir 32, in Gujarat 25, in Karnataka 30, in Bihar ten, in Orissa six, in West Bengal 17, in Assam 13, in Punjab 30, in Haryana 24 and in Kerala 31 buses. What about Tamil Nadu? Tamil Nadu tops the list. Tamil Nadu is providing 34 buses per lakh of population. (*Interruptions*).

SHRI RAJESH PILOT : Shrimati Geeta Mukherjee has now come.

MR. DEPUTY SPEAKER : She could have heard his speech.

SHRI P. KOLANDAIVELU : Madam, I am just referring you. Tamil Nadu is the best and providing thirty four buses per lakh of people.

You are bringing a new legislation in 1988 in regard to free permit system. Let

me tell you what will happen. If the free permit system is allowed, then there will be no limitation on the number of buses in a route. There will be few passengers and more buses, and there will not be any demand. The buses will ply empty and the precious fuel will go waste, tyres also will be worn out. Then what will happen? Don't you think in terms of all these things? There is no assessment of the capability of the persons who run the buses. Anybody can apply for a permit and get it. One day he will run the bus and on the next day, if he finds it not economical, then he will withdraw the bus. What will happen to the passengers then? I want to know whether you will keep the timing then and whether you will understand the position of the people who are waiting for the buses. I am sorry to state that it will lead to opening up of the flood gates of corruption and there will be no nexus between the demand and supply. So, free permit system cannot hold. For the argument sake, you have stated that water finds its own level. Now, because of more rains here, Jamuna, Ganga and Godavari rivers are all flowing more than the level. So, where actually the water finds its own level, according to that... (*Interruptions*)

SHRI RAJESH PILOT : It will come back to the level.

MR. DEPUTY SPEAKER : It will go and reach some other place where it finds the level.

SHRI G.M. BANATWALLA (Ponnani) : After a lot of havoc.

SHRI P. KOLANDAIVELU : If the economy of the service is not ensured, then capital formation will not be possible. The economy of the service must be ensured first. Then only we can expect capital formation.

Supposing you are allowing free permit system, then the replacement of vehicles will be long stretched; replacement of worn out spares will be delayed; maintenance will deteriorate and the safety of the people will be at stake. These are the repercussions of a free permit system. That is why, I insist upon you to follow the policy of the Tamil Nadu Government.

[Shri P. Kolaivaivelu]

Sir, in 1971, the Tamil Nadu Government brought in an amendment to Section 47(3) of the old Act. If a route is sanctioned to one private operator, then the other private operators who has applied for it used to go to a Court of law and there will be a battle in the court with regard to litigation. That is why, in order to avoid that, the Government of Tamil Nadu brought an amendment to Section 47(3) of the old Act, by which they are being prevented to go to a court of law. When such is the position, automatically we can avoid such battles in the court. So, the free permit system which is prevailing now holds good. I earnestly request the hon. Minister to get along with the old Act and the provisions existing in it.

With regard to other matters, I request the hon. Minister to refer this Bill to a Joint Select Committee as it did not specify the safety aspect. With regard to fixing up the age limit of the motor vehicles, you have not stated anything in this Act. We have come to fix the age of the vehicle. We are not fixing it. The DTC buses which were purchased in '40s and '50s are running in the streets now. How do we expect a better service for the people? So we have to fix some age of each vehicle. If this is done, then only this Act will hold good.

I request the hon. Minister to refer this Bill to the Joint Select Committee because there are so many amendments which have to be carried out and unless those amendments are carried out it will not hold good.

[*Translation*]

SHRI YOGESHWAR PRASAD YOGESH (Chatra) : Mr. Deputy Speaker, Sir, I rise to support the Motor Vehicle Bill because various problems concerning driving of vehicles have been taken into consideration and practical approach has been adopted in this regard. In view of this, it will be of great help in many cases. Although, the Bill is an old one and has been amended several times, yet practical approach has been adopted to deal with several problems in various amendments introduced now. I would like to congratu-

tulate the hon. Minister in this regard. The matters regarding the issuing of licenses and the measures to be taken to prevent air-pollution are worth consideration. They are directly related to the State Governments and they will be operated by them. It has been stated with regard to renewal of driving licence that the drivers will have to under-go a check-up after forty years of age. As far as general health is concerned, nobody needs to undergo such medical check-up till forty years of age. I think only eye-test should suffice. The question of accidents has also been taken into consideration. Why do the accidents take place? The Government should pay attention to this particular aspect. More accidents take place in rainy season. While driving buses, trucks and other light vehicles on long route, nobody is willing to divert the vehicle from his route or take the vehicle down the road, as a result which the vehicles collide with each other and accident takes place. It also results in traffic jams which block the roads. During night hours, the drivers do not adhere to speed limits. Smaller vehicles are likely to be trampled over, if not kept on the extreme side of the road. This matter should be looked into. GT roads and other highways are in damaged condition just as one from Calcutta to Delhi. A number of accidents take place. Extra fuel is consumed due to pit-holes on the roads. Slow speed of vehicles cause problem of air-pollution. The mobile oil starts leaking and the passengers and pedestrians have no way but to inhale the same polluted air. So the roads should be repaired immediately. The family members of those pedestrians or cyclists who die in accidents have to suffer a lot. After the accident, when question of compensation comes up, instead of filing a case in the court of law, the middlemen start guiding them and concerned family members just agree with them to settle the matter. This is very painful situation. The individual who dies, becomes victim of the accident or who suffers the loss of any limb of his body, is unable to get compensation. A provision for setting up special courts has been made in this Bill, but I don't consider it a practical approach. Other provisions are also inadequate. I would suggest to appoint mobile magistrates who should reach the spot immediately when an accident occurs and issue quick judgement after

gathering complete information. A poor man cannot afford to go in the formalities of filing a suit in the court. In that case, he would be deprived of getting justice as well as the amount of compensation. So provision of mobile magistrates is quite essential. The Government should fix the jurisdiction of Magistrates and as and when an accident takes place in their respective jurisdiction, concerned Magistrate should reach on the spot and give his decision immediately.

It is true that the Government has liberalised the policy of running buses on various routes and common man will get various facilities as a result of this policy. But there are certain nationalised routes where the Government is unable to provide adequate buses. Private bus operators operate their own buses on such routes, majority of them without proper licence or permit, which causes a heavy loss in taxation. It also encourages the malpractices also. I would urge the Government to allow the private operators to operate their buses in case the Government cannot afford to operate adequate buses on a particular route. The Government should keep the record of all the buses running on that route and issue temporary licences to them. Permanent licence or permit should be given for only such routes where Government is unable to operate buses.

The liberal policy of issuing licences or permits adopted by the Government has also been discussed extensively. Of course, it would provide facilities to the unemployed people but at the same time I would suggest that priority should be given to issue permit to the cooperatives formed by the educated youth. I feel that the Bill contains a number of provisions which would provide benefits to the people, so it should be enforced strictly because the Bill has been introduced to curb the activities of corrupt persons.

People face many problems at toll-tax post. It has often been observed that the traffic remains jammed for hours on the road where toll tax is collected. These roads should be widened enough to enable the tax payers to maintain a queue in order to avert any disruption in the movement of traffic. There should be enough space for smaller vehicles also to move on. Besides, I

would like to draw the attention of the hon. Minister to the various lacunae in the Bill. There are some corrupt officials who charge more than the actual amount and indulge in malpractice in the night at larger scale. The Government should maintain strict vigilance on such persons. At present total population of Delhi is 60 lakhs—which would further increase by 2000. Even now traffic remains jam at various routes in Delhi. I urge that for the roads of Delhi, a long-term plan should be made and keeping in mind the future load, necessary improvements should be made in the road transport. More and more fly-overs should be constructed because from every point of view, Delhi is a big centre and it is necessary to keep it clean and pollution-free. Although many efforts are being made to check pollution, yet I would like to suggest that the number of trees being planted on the sides of the roads, is very inadequate. Their number is required to be increased, so that the pollution being caused by the vehicles, can be checked.

Secondly, it has been noticed that sometimes cattle sit or wander on the roads and spread wastes. With the result there are traffic jams and sometimes accidents also take place. So my suggestion is that a provision should be made in this Bill that cattle wandering and sitting on the roads is prohibited. The people responsible for this should be prosecuted so that we can achieve our end.

14.00 hrs.

[SHRI SHARAD DIGHE *in the Chair*]

Mr. Chairman, Sir, I want to conclude by submitting a small point. In view of the problems of transport, I will request that the water-ways should be especially streamlined. Where there are big rivers like the Ganga, Yamuna, Cauvery and the Godawari goods should be navigated through these rivers so that the load on roads can be decreased for the benefit of the people.

With these words, I thank you and support the Bill presented here by the hon. Minister which is practicable and in the interest of the society.

[English]

SHRI SHANTARAM NAIK (Panaji) :

Mr. Chairman, Sir, I rise to support the present Bill moved by the hon. Minister. In fact, I would say that all legislations which have been passed prior to 1947 have to be looked into by the Government with a view not only to make amendments to those Acts but also if need be, to replace them. I am happy that the Motor Vehicle Act of 1939 has not been amended. But the Transport Minister thought it fit to completely replace the Bill so that a law which has been there since 1939 has been fully replaced by a new legislation. Obviously when the new provisions come into the picture, there are various shades of opinions and each shade of opinion in this august House is going to be expressed in their own terms. Mr. Chairman, Sir, in fact I would have been happy that prior to the introduction of this Bill, if the Government had brought a road transport policy, if not the entire transport policy, at least a road transport policy, it would have been quite useful. I am saying this specifically because the aspect of nationalisation has to be dealt with not by any provisions in the Motor Vehicles Bill, but it should be preceded by a clear-cut transport policy on this matter. As far as I am concerned, I may differ with the hon. Minister. As far as road transport is concerned, passenger transport is concerned, there should be, in my view, no scope for privatisation. There are people who say that private transport is efficient and they give better service and all those things. But from my own experience, as far as my State, Goa, is concerned, I am fully of the opinion that the Government should take steps to see that no State passenger transport remains in private hands. Even under the present Bill, Mr. Chairman, Sir, I may point out that Government itself concedes in so many terms that there is no ground for consideration for any sort of private transport on account of efficient or better service because there is a Section here, that is, Clause 92 in the present Bill which says :

"99. Where any State Government is of opinion that for the purpose of providing an efficient, adequate economical and properly co-ordinated road transport service, it is necessary in the public interest that road transport services in

general or any particular class of such service....."

Then you provide for nationalisation of transport. Therefore, you are very clear the when efficient transport is needed, economical transport is needed, this is the remedy. If that is so, according to me, there should be no privatisation of road transport. I will give one example.

In my State even today there is private passenger transport. Many years back the Government decided to go into the transport field, and it started its own corporation side by side with the private transport. And do you know today that transport which is known as Kadamba Transport Corporation in Goa is considered to be one of the efficient ones? People in fact would prefer to go by that transport. They say, they even miss a private bus, but they wait for Kadamba Transport Corporation bus for their satisfaction. Of course, in some service there are losses, no doubt about it, because when you provide services, then losses will be there. The losses are there because private operators do not ply on uneconomic routes and therefore, all the uneconomic routes had to be taken over by the Kadamba Transport Corporation and therefore, obviously there are losses. But the service given by this Government undertaking is much more than what the services that have been given for the last several years by private operators in that area. Therefore, I would say, not only this, but as far as this matter is concerned specifically because any service industry where the service matter is involved, their private motives cannot have any play. If there is a private person, that private person would look from the profit point of view. Therefore, I would strongly plead for the nationalisation of passenger transport in all the States. If the Central Government does not have powers, they should give directions or guidelines or advise the State Government to do it.

Secondly, with respect to claims tribunal, as was also said earlier, so far as claims tribunals are concerned, I would state that presently in many States District Judges act as Chairmen of tribunals. What happens is, all claims matters remain pending for years together. So, it should be seen that in no State the Chairman of a Claims Tribunal

holds any other matter than the claims matter. This will lead to disposal of cases, if not in one year it will be in two years. At the present rate it takes years together.

Thirdly, as has been suggested by one of the colleagues, I fully agree with his, just as we have a machinery to prosecute transport offences in criminal courts, we should have machinery of Public Prosecutor who will look after claims petitions of people, that means, applications to be filed through the Public Prosecutor or the Assistant Public Prosecutor, whatever you may call him, and it is that public machinery which would take care of the claims petitions just as criminal cases are looked after by Assistant Public Prosecutor.

Another aspect I would like to stress is that we have to have a look at our National Highways in various States. In my State, I would just draw the attention of the Minister, some of the roads are deemed to be National Highways, they are not National Highways. They do not have any specifications of National Highways, but they are just considered so for purposes of records. For the purpose of some technical reasons they are deemed to be National Highways. So, I would request that proper instructions should be given to see to it that all the roads are brought to the specification of National Highways.

Another thing is, if there is a pothole specially in the rainy season, all the National Highways in the country are badly affected. So, if there is a pothole on a National Highway—we can understand other roads—then it should be seen that within two or three days that pothole is filled up. Otherwise, serious action should be taken against the Executive Engineer in charge of that pothole because people presume that the National Highway is very clean and they go at a reasonable speed. Therefore, this aspect has to be considered.

Sir, the aspect of hoardings on National Highways has to be taken into consideration. Everywhere we find big hoardings of advertisements on National Highways. Whether it is to the detriment of the passengers' interests or not has to be seen. If there is a rare hoarding on a National Highway, the first attention of the driver somehow as

human being will go towards that hoarding and it affects his driving. Therefore, within a particular range of National Highways, no such things should be allowed.

As far as clause 21 of this Bill is concerned, it says :

“21. (1) Where, in relation to a person who has been previously convicted of an offence punishable under section 184, a case is registered by a police officer...”

Supposing some driver causes death or grievous hurt to a person, then according to me, his licence must stand automatically suspended for a period of six months. But clause 21 says that unless he is convicted of any rash and negligent driving previously, his licence shall not stand suspended automatically. I would suggest that there should not be such pre-condition because if somebody causes grievous hurt or death to a person, law should be enacted or this clause should be amended to the effect that his driving licence should automatically stand suspended.

Another aspect is, with respect to clause 59. It relates to specifying age of the motor vehicles. The Central Government may having regard to the public safety, convenience and object of this Act, by notification in the official gazette, specify the life of the motor vehicle. This clause appears to be bit ridiculor. It is very difficult to decide the life of any motor vehicle, though you have provided different lives to different motor vehicle because the conditions of road vary from place to place. Similarly handling of the vehicle also varies from person to person. If a driver is taking care of his car well, the life may be 30 years; otherwise, it may be 10 years or 5 years. This clause does not appear to be practicable clause. Therefore, a thought should be given as to whether the clause which cannot be implemented should be allowed to remain on the statute book. Another aspect is, just as we have got Claims Tribunal to deal with claims under this Act, why do we not have special Magistrate or Special Court—whatever it is—to deal with such aspects of transport offences, namely rash and negligent driving. In the normal course, he will be prosecuted in an ordinary first class magistrate court where conviction may not come

[Shri Shanta Ram Naik]

for years together whereas the claims may be disposed of because there is a Special Claims Tribunal. As far as this Act is concerned, to deal with both these aspects, special treatment has to be given. Therefore, if there is special treatment for claims, similarly special treatment should be there as far as criminal offences under the Motor Vehicles Act are concerned,

With these words, I thank you for giving this opportunity.

PROF. SAIFUDDIN SOZ (Baramulla) : Mr. Chairman, Sir, I must congratulate the hon. Minister for bringing forward this Bill before the House. It is a very progressive measure and despite so many shortcomings, I feel, this will considerably improve the surface transport in India.

I see in the Statement of Objects and Reasons, a lot of thing has gone into the working of this document. They include National Transport Policy Committee, National Police Commission, Road Safety Committee, Automotive Research Association of India and other transport organisations and law commission and the working group and also the Supreme Court's decision in *M.K. Kunhimohammed Vs. P.A. Ahmedkutty*, AIR 1987. The suggestions of the Supreme Court have also been gone into, considered and incorporated in the Bill. I also see some very positive steps for the development of surface transport in India. I see in this Bill that the relationalisation of certain definitions is very good and the procedure relating to grant of driving licences also has been made stricter although there is scope for improvement. The Bill also says that it has fixed standards for anti-pollution although I have to suggest some more measures for that and one positive step is that the schemes for grant of Stage Carriage permits on non-nationalised routes, All-India Tourist Permits and also national permits for goods carriage, have been liberalised and maintenance of State roads is a good measure and the constitution of road safety council is also a very good measure and the Bill, on the whole, is a very positive step and a progressive measure. For this, I congratulate the hon. Minister.

There is no doubt although there are many difficulties, but, Mr. Rajesh Pilot has earned a good reputation of taking his business very seriously.

But despite these remarks, I will make certain points for his consideration. To him goes a very great responsibility. Now we are discussing this voluminous Bill. I have rarely seen such voluminous Bill in this House and you see how many Members are discussing this measure and whenever there is a Bill like this, the hon. Minister has to be very cautious because the kind of debate that this Bill should have attracted, has not been there. Members have not taken interest and I see the benches are empty and although I am not asking for quorum even, but it is very important Bill and it is not receiving any attention and yet people are interested in doing away with pollution and they want reform and they say there should be no accidents. It is now going on record that the Members have not taken interest in this Bill and they should have been here. Therefore, the Minister's responsibility becomes much more than when ordinarily the Minister intervenes in these measures. Therefore, when we put forward some points, the hon. Minister should actually consider these amendments and suggestions with a certain amount of larger-heartedness. Sometimes the Bills are rushed through and it involves a very great public interest. Even though this will be passed, I think, but yet, there is some time for the hon. Minister to consider the suggestions that we are offering now.

I think after I have congratulated the hon. Minister and called this Bill a very progressive and positive measure. I feel that the hon. Minister has not come forward to modernise surface transport in India. Although I am not going into legal niceties, I leave it to other Members and there are many amendments from Shri Haroobhai Mehta. Mr. V.N. Gadgil and Mr. G.M. Banatwalla and they have lot of knowledge about them and they study these Bills very minutely and on occasions I derive lot of support from their amendments. I leave those niceties to this. But cursorily when I saw them, my impression is that Mr. Rajesh Pilot has not come forward with modernising the transport in India. I wish that he had delayed the introduction of the Bill for

another three months, although he has applied his mind to this. During the last fortnight, he came with so many amendments and that shows his interest. But he could have delayed for three months and come forward with a comprehensive measure.

For instance, take modernisation. Although the Bill says in the Statement that it will eradicate pollution, I see there is no positive measure in this. Then, there is noise pollution. Why should there be noise at all? Further, pressure horns are used all the times. You may see how the trucks ply. In this country, sometimes we pause and think whether we have any right to control that. We cannot even appeal against that. It is hit and run situation. I am not comparing, for instance, Delhi. But the situation is worse in Calcutta. Our major cities are full of pollution. I will not compare Delhi with the cities in Europe. But I will compare Delhi with Algiers. Algiers has very narrow roads and the pressure of traffic is so high that at every step you will see a car. But pressure horns are not allowed. When there is pressure horn, it means that there is some extraordinary situation. Even in London, you don't find pressure horn. You don't find in New York or Washington or even in the cities of Middle-East—like Baghdad, Cairo or other cities in the Middle-East. There are no horns. But I tell you about Algiers because the roads are narrow, as you have in Delhi and not New Delhi, as you have in Benares, Srinagar and in other cities. There are thousands of cars but there are no pressure horns. But we have not done anything about that. Of course, the pressure of population is there. But the hon. Minister should have taken notice of pollution our vehicles produce, the kind of noise they generate and with one stroke of the pen, he should have come forward there will no horns at all. That would eradicate noise pollution and that would make transport modernised. But it is not there. The legal pundits have woven some situation in it and say that they shall eradicate noise pollution. How can you do it? We have not said it here. They may say that pressure horn will not be there. But the pressure horn will be under the control of the Minister and the Minister cannot run after the driver. Therefore, I would suggest—

even now there is time for the hon. Minister—that even he can say that he will not allow horns at all. But when there is horn, it will be for some VIPs, it will be for the Ambulance as in Saudia Arabia, Jeddah. There are no such horns. But when there is horn, it means it is used by some Ambulance and it is coming, when some police party is coming and when some extraordinary situation is there. But to talk of this Bill, eradication of noise pollution is there...(Interruptions). The point is that traffic will not come to a halt because that will make the system very efficient. The people will keep to the sides. But here, until you put the horn into the ears of the people, they will not look to right or left.

The next point is that the drivers and the staff ill-treat the passengers. There is no provision in the Bill. The dignity of human beings and the citizens of India will have to be upheld. That is not upheld. The Bill must say that the passengers will be treated properly. Recently, you saw what happened to Monisha. She deserves the reward because she fought the battle. She has given you some suggestions. She pointed out as to why you should recruit drivers, cleaners etc. from Haryana, Punjab and Delhi; you can make it All-India service and attract the best people; you can ask even the girls to drive. Also, in today's paper, she gave so many suggestions. In this connection, Mr. Chairman, I have to speak very briefly.

Sir, Jammu and Kashmir deserves very special attention. Last year, the hon. Prime Minister went there. We have no railway link and during winter even the air-links get suspended. We should have a very pucca, very good, dependable road. The Prime Minister promised six lanes for Srinagar. Till you construct six lanes, give us atleast three. Give us two dependable lanes and connect our areas. Recently, for 15 days, we have no petrol, no diesel. We have no kerosene oil. An officer died in Kupwara. He could not be taken to hospital because there was no diesel or petrol in the town. And when he died, he could not be taken to his home-town, Anantnag, for 18 hours—this is not known to Mr. Brahm Dutt; I have given a Calling Attention Notice on this; that is a separate thing. Enough diesel or petrol could not be stored

[Prof. Saifuddin Soz]

because' through landslides, the road was blocked for 15 days. This should not happen. We deserve a better treatment.

Now I come to the Bill. There are some discrepancies in the Bill.

On page 98, it is stated :

"...in respect of the death of any person resulting from a hit and run motor accident, a fixed sum of eight thousand and five hundred rupees..."

An amount of Rs. 8500 will be paid in respect of the death of any person. What is this amount ? See what the Railways pay to the victims. See the compensation paid in respect of victims of air accidents. The amount of Rs. 8500 is very much on the low side.

"...in respect of grievous hurt to any person resulting from a hit and run motor accident, a fixed sum of two thousand rupees."

What is this amount of Rs. 2000 ? You should be liberal, you should be generous, in this case. This provision is not going to solve any problem.

Under Clause 185, pages 106-107, it is stated :

"Whoever while driving or attempting to drive, a motor-vehicle--

(a) has, in his blood, alcohol in any quantity, howsoever shall the quantity may be, or

(b) is under the influence of a drug to such an extent as to be incapable of exercising proper control over the vehicle,

shall be punishable for the first offence with imprisonment for a term which may extend to six months or with fine which may extend to two thousand rupees..."

I think, the hon. Minister, unaided, can understand this. Every law is based on

common sense. He does not require lot of assistance from his experts in the Ministry. Is it not a licence ? You can be drunk even and drive a vehicle ! The punishment is imprisonment for a term which may extend to six months. That means, it could be two months or even a month. The fine may extend to Rs. 2000. Is it a punishment ? I think, it is an open licence. The hon. Minister must respond to this. He must himself study this provision in the Bill and say what is this punishment prescribed for a drunken person who drives a vehicle. He gets a punishment of fine to the extent of Rs. 2000. Is it a punishment at all ? And people involved in cases are never registered; they never appear in courts, and the country never knows what happens.

Then, on page 107 and at several other places in the Bill, the expression "in a public place" has been used. This is objectionable. In the case of learner's licence or driving licence you say this on page 7 :

"No person under the age of eighteen years shall drive a motor vehicle in any public place."

What do you mean by 'a public place'. This is redundant and this expression should be removed.

Similarly, on page 107, in Clause 186, this expression has been used and this makes the provision totally ineffective.

Now I come to Clause 8, pages 7-8, I have not understood why, in the case of grant of learner's licence, the Central Government wants to retain its power :

"Where the Central Government is satisfied that it is necessary or expedient so to do, it may, by rules made in this behalf, exempt generally, either absolutely or subject to such conditions as may be specified in the rules, any class of persons from the provisions of sub-section (3), or sub-section (5), or both."

Why do the Central Government have this power with itself ? I hope, you will kindly explain that. There are so many things in this Bill. I have already congratulated the Minister. This is going to revolutionise the

whole thing. I saw a press comment today that the vested interest is very much annoyed with Mr. Pilot's bringing in this progressive Bill before the Parliament. But despite that, it deserves further calm consideration. Therefore, I have moved my motion that it must be studied by a Joint Committee of Parliament. I may not stress on that. But I would say that if the Minister is prepared for that or else before it is passed, he must kindly give his calm consideration to the suggestions that myself and other Members will make.

SHRI V.N. GADGIL (Pune) : Sir, although I support the Bill and welcome it, yet there are two points on which I would like to make a brief submission.

The first is that the Bill provides for a reduction of age from 18 to 16 years for the purpose of issuing a licence in respect of vehicles without a gear. From the discussion I had with some knowledgeable people, it seems to me—although I am not an expert—I am basing my submission on the discussion I had with some knowledgeable people, that the criteria for licencing a person under the age of 16 should be governed by the engine capacity of the vehicle and not whether it is geared or not geared. Because from the point of safety of the rider as well as pedestrian on the street, what is important is the power of the engine or of the vehicle which in itself is governed by the engine capacity. Therefore, my submission is that in respect of issuing licence to such persons, it should be restricted to vehicles with capacities 50 C.C.

The second submission I would like to make is—as my friend has said, I am looking at it as a lawyer—that the definition of unladen weight in my submission is very ambiguous. It does not make it clear whether it will include fuel in the engine. And particularly in respect of two-wheelers, I have an apprehension that it may lead to lot of disputes. Therefore, on these two point, I would request the Minister to have a second look.

SHRI HAROOBHAI MEHTA (Ahmedabad) : Sir, at the outset, I must take this opportunity to congratulate the Minister for having put up hard work in bringing this very comprehensive Bill before

this august House. The whole law has been consolidated with due regard to the law pronounced by courts on various points. Undoubtedly, there is always a scope for improvement. It is with that view that I have suggested certain amendments for the consideration of the Government and the House.

Sir, so far as no fault liability is concerned, it is a very welcome measure that the amount has been fixed at Rs. 25,000 for death as provided in Clause 140 and for permanent disablement Rs. 12,000. But I find that the definition given in Clause 142 is very truncated. Here a definition from the Workmen's Compensation Act should have been incorporated in this Act by references. That would have served the purpose as that would have been a wider definition. The amount provided for hit and run accidents vide Clause 161 which is Rs 8000 is, in my respectful submission, quite low. What difference would it make to the victim whether his case is covered under Clause 86, or 168 or 161 ? So far as the victim is concerned or his dependants are concerned, they stand to equal loss. If the victim dies then the dependants are bereaved and they lose an earning member. If the victim remains alive but incurs permanent disability, then all the more bad. He will have to pass the rest of his life in a very miserable way. Therefore the Government must come forward with liberalisation of this clause by providing for at least Rs. 25,000 on parity with clause 86, that is no fault liability. I believe the Government will give compassionate consideration to this aspect.

As far as the Claims Tribunals are concerned, I may point out on the basis of experience that while liberal amounts are awarded by tribunals as claims, sometimes it so happens that the dependants of the victim in fatal cases and the victims in non-fatal cases do not get the entire amount. Why I say this is that like in other avocations, among the advocates also there are black sheeps. In particular, in this specific branch of litigation the evil of maintenance and champerty is rampant. Such advocates sometimes strike a bargain with the poor litigants, who do not have any means to support litigations, to the extent of 30% of the fees.

[Shri Haroobhai Mehta]

I recall one case where the Hon. Tribunal had to send a registrar to run after an advocate in a court in Kheda District in order to get the money back from the advocate. All advocates are not bad. A substantial good number of them have humanitarian approach; but there are black sheeps also in this profession to which I belong. With confidence I can say that often times advocates and other relatives and those who support the victims in the first instance take away lion's share of the award given by the tribunals. I have therefore suggested that instead of giving lumpsum lay way of award, they must be paid by way of periodical sum on the scheme of ESI or some other similar scheme where the amount is invested after recovering it from the respondents suitably and the victims or the dependants as the case may be must be paid on periodical basis so that during the life time they get pension. May be, the amount payable to them on monthly interval can be the same as the earning member would have continued to earn had he not fallen a victim to the accident. This may be considered.

In Gujarat, High Court sometimes directs the payment on instalment basis after investigation. So why should not the State come forward with an amendment to this Bill, so that there will be an obligatory provision in this Act providing for monthly or periodical payment depending on the situation rather than awarding of the lumpsum which sometimes do not reach the persons for whom it is awarded?

Another suggestion which I have made by way of an amendment—I hope sometime the Government will try to consider the amendments placed by MPs with the seriousness that they deserve instead of giving routine replies to the proposals for amendments—is that the litigation before the claims tribunals take a lot of time. Sometimes it takes years. In the meantime the widow or the dependants suffer because they do not have anything for their maintenance. I have therefore suggested an amendment that the claims tribunals must have powers to award interim relief from the respondents in suitable cases, of course upon a satisfaction that there is *prima facie* case for award of compensation. I request

the Government to consider this amendment on humanitarian basis.

Further, Sir; with regard to the amount ultimately to be awarded as lumpsum there is lot of discrimination in the courts because of the compensation being based on income. If a poor man dies than the amount awarded will be much less compared to somebody whose income is very large. It should not be so much heavily dependent on the income. If a scheme of monthly or periodical payment is accepted then the disparity in payment of compensation can be suitably reduced by fixing the minimum and the maximum.

On the question of approach in deciding motor accident claims I may point out that sometimes the approach is inhuman. By way of illustration I want to point out that Motor Accidents Claims Tribunal, Mehsana which was dealing with the case of a Harijan applicant—whose son had died on account of being knocked down by a State transport vehicle, the bereaved father made an application for compensation before the Tribunal and the Tribunal had the audacity to say “that he is a poor applicant and it appears that the present applicant is relieved of social obligation rather than suffer economic disaster by the death of Dinesh Kumar”. Further the Tribunal says: “He is earning Rs 10 per day. How can he maintain three daughters and one boy. On the contrary he is better off by the death of Dinesh Kumar as he has to look after three children instead of four. Therefore, it would be just and proper to award Rs. 13000.” So as against a claim of Rs. 85,000 only Rs. 13,000 were awarded on the reasoning that a poor Harijan applicant stands to benefit on account of this unfortunate death. He is now to feed only three children and not four. If this is the kind of social awareness on the part of Motor Accidents Claims Tribunal then what will happen to the poor victims and their dependents. So I would urge upon the Government not to appoint each and every district judge to head the Motor Accidents Claims Tribunal. Government should see that the person concerned has adequate social awareness.

I may point out that the name of particular judge was proposed for elevation as High Court judge. We had to resist the

proposal. Difficult to imagine what would have happened if such a judge was given a post from where he can lay down law for the whole state. In the matter of compensation, an approach should be made to reduce the disparity in the award of compensation by suitably devising monthly or periodical payment so that no part of compensation is taken away by those who maintain or those who support, or those who undertake litigation on behalf of the illiterate litigant—whether they are black sheeps among the advocates. The Government should also consider raising the amount in 'hit-and-run' accidents.

I may point out that yearly about Rs. 400-500 crores are required to be paid by the insurance companies by way of compensation. That amount is paid as lump sum. All that will be frittered away. Therefore, either on this occasion or on some other suitable occasion, the Government must give a serious consideration to this aspect. In fact, in some cases, the Gujarat High Court has awarded and directed investment of the amount rather than payment of lump sum amount. But that may not take place always. Therefore, a suitable scheme must be devised. With these observations, I support the Bill.

SHRI G.M. BANATWALLA (Ponnai) : Mr. Chairman, Sir, the hon. Minister, Shri Rajesh Pillot, deserves all credit for the initiative that he has taken with respect to the various measures connected with surface transport. Indeed the hon. Minister has and always displayed a serious and genuine concern about the growing rate of accidents all the problems that the transport industry today faces. One is heartened to see a Minister that applies himself seriously to the problems that are there in a very important aspect of our life.

We have a very voluminous Bill before us. There is no doubt that the Bill will go down as an important milestone in the history of road transport in our country. The Bill has nearly 217 clauses, Nearly 117 amendments have been suggested by various Members of this hon. House. The hon. Minister does not have a closed mind. He himself has come forward with several amendments. And I am sure that several more, he will accept here in this House

because of continuous application of the mind on his part. We have also clause 216 which particularly gives power to the Government to remove difficulties by making certain orders which orders should not be inconsistent with the provisions of the Act. the clause does not say anything, after these orders are placed on the Table of the House whether this flows will have the power to amend or to annul those orders. The point remains vague to be settled later perhaps by the Subordinate Legislation Committee. However, the fact that we have such a voluminous Bill, the fact that powers are taken even for removal of difficulties which are imagined that they would certainly come up, all this shows that it is necessary that the House receives more mature application of mind. I would, therefore, suggest that the Bill must go to a Joint Committee of both the Houses. This would only further strengthen the hands of our energetic young Minister, Shri Rajesh Pilot.

Now, I will first take up the question with respect to the adequacy of compensation and the need to see that the compensation is properly made. It has already been pointed out in this august House that while the general rate of compensation in case of a death is fixed at Rs. 25,000 and in case of grievously hurt, Rs. 12,000, the position with respect to the hit and run cases is rather dismal. The amount regarding the hit and run cases is Rs. 8500. How do you distinguish between life that is lost as a result of hit and run and a life lost otherwise? It is rather discriminatory and the amount is very ridiculous which is hardly Rs. 2000. In case of hit and run, where there is a grievous injury, what can be done today with these Rs. 2000? I suggest that adequate compensation be paid and no such discrimination in the two cases be followed. There is also the need to see that the procedure for payment of compensation is a speedy one and prompt payments should be ensured. In 1982, the Act was amended to provide instant relief to the victims of hit and run accidents. One of the measures was: payment of solatium amount to such victims. Now, look at the dismal record of the payment of solatium amounts! So far, out of a sum of Rs. 5.19 crores in the solatium fund, the States accumulated demand for paying compensation was only Rs. 1.8 crores. We have a

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fund of more than Rs. 5 crores. The States accumulated demand could come only up to Rs. 1.8 crores for paying the solatium amount. Out of this, even Rs. 1.8 crores which represented the States accumulated demand for paying the solatium amount, the States could utilise only Rs. 53.44 lakhs. The balance of Rs. 54.57 lakhs is lying unutilised with the States. The provision is for Rs. 5.19 crores. The actual payment boils down to Rs. 53.44 lakhs. I must say that something is required to be done with respect to the dismal picture and our Minister will take up the matter with the State Governments to see that firm measures are taken. Last year, we had 2415 cases of accidents. Out of these, hardly 1704 cases could be decided. 1269 claimants were benefited. There were 711 cases pending. In other words, 29 per cent of the total cases were pending. Such is the state of affairs which needs special consideration of the Government. Delhi has to be a model. Other States follow Delhi but we have the worst situation as far as Delhi is concerned. In Delhi itself, which is supposed to be the model, as on 31st March 1987, the payment of solatium amount had not been made in 78 cases against 153 cases. That is, out of the total number of cases of 153, no payment was made in 78 cases. Seven cases were pending for six months from the date of submission. 15 cases were pending for more than six months up to one year. 39 cases were pending for a period of over one year. 17 pathetic cases were pending for more than two years since the date of submission. This is with respect to solatium payment as talking about the hit and run cases for which we made a special provision in 1982. Gear up this machinery and with the enthusiasm and the energy that we find in our hon. Minister, I am sure that the matter will receive the necessary attention and vigorous action.

It is unfortunate that more than 40000 people are killed and 1.5 lakhs injured every year in accidents throughout the country. Road accidents have increased from 1.14 lakhs in 1970 to 2.15 lakhs in 1986 with fatalities increasing from 14500 to 40000. The actual number may be even more because many cases go unreported also. Fatality rate per thousand in India

is approximately 60, whereas the fatality rate per thousand in the developed countries is 5.15. That shows the progress that we have to make and that shows the need for the Bill that has come up today in the House. Delhi, of course, has the dubious distinction of the largest number of accidents in the whole of the country.

I may come here to sum up the important clauses of the Bill. It is rather unfortunate that inadvertently some provisions in the Bill have been made which are impractical and tend more towards catering to the affluent section of our people. It may have been inadvertent of we are carried away by certain wrong impressions. We have, for example in clause 4(1) a provision that a motor cycle without gears may be driven in a public place by a person over 16 years of age. What does it mean? A minor can drive a moped. I must take a strong objection to it. I do not know what prompted the Government to come forward with this provision in the Bill. The hon. Member, Shri Gadgil was referred to this particular point also. There was absolutely no need. What prompted the Government to come forward for licences to these minors of 16 years? It may create so many legal complications also. The lives of the pedestrians as also the rider are in peril. I hope that this provision that is there in Clause 4(1) will be withdrawn by the Government.

Clause 7(1) places certain restrictions for grant of licences. I do understand that these restrictions are placed in the interest of safety. But as I have said, these restrictions will rather create a great hardship to the poor people, to the weaker sections of our society. Clause 7 (1) states that licences for driving heavy goods and passenger vehicles can be given only after holding a driving licence for a light motor vehicle for two years. Obviously, the idea is that if a person holds a licence for two years for a light motor vehicle, then he will be more careful later on when he drives a transport vehicle, the heavy goods or the passenger vehicles. The provision is rather impractical. It is also ridiculous. The provision merely says that the person must hold a light motor vehicle driving licence for two years before he applies for the licence for the transport vehicles. It does not mean that he may have had actual experience of driving the

light motor vehicles for two years. No. He may simply have the licence in his pocket for two years but it does not serve any purpose. It is ridiculous, not only ridiculous but it comes harsh upon those poor people who today come forward for licence to drive the goods vehicles and other vehicles. They will be required to languish सड़ते रहिए दो साल तक First apply for a light motor vehicle ..

SHRI RAJESH PILOT : I think the Hon. Member has not read it properly and he is speaking in a very high tone. It says : "To drive a heavy goods vehicle unless he has held a driving licence for at least 2 years, to drive."

SHRI G.M. BANATWALLA : Yes, licence to drive but he may or may not have driven.

SHRI RAJESH PILOT : When it says, "to drive the motor vehicle", he is supposed to have driven if he carries the licence.

SHRI G.M. BANATWALLA : He may have a licence but he may never have driven for two years. That is what I am pointing out. You see, you may give me a licence for a light motor vehicle but you don't say that for two years I must possess or I must have taken service somewhere and I must have continued with that driving. No. This is the point I am making.

A person who wants to go in for driving of a passenger vehicle, for the driving of a goods vehicle, he is a poor man. He does not come from the affluent class as is the with the light motor vehicle owner. He is a poor man. He is subjective...

MR. CHAIRMAN : Please wind up.

SHRI G.M. BANATWALLA : I have hardly come to the burning issues, Sir, so, just bear with me for a few minutes.

MR. CHAIRMAN : I have already given you 15 minutes as against 10 minutes.

SHRI G.M. BANATWALLA : I am obliged to you, Sir, but I know you are soft and very large hearted.

So, for this, poor man will have to spend twice. First he has to spend for

obtaining the light motor vehicle licence and then he may or may not get an employment as a driver. Or he may be exploited by the affluent people, that here is a person who has anyhow to wait for two years. So, he can be exploited by the owners of the light motor vehicle and he may have absolutely no driving experience at all. He may have to languish for two years, wait for two years. You are coming down harsh. Without improving the situation, it is harsh. First, spend for the light motor vehicle licence, languish for two years and then spend for the heavy motor vehicle licence. Sir, this, therefore, is a ridiculous situation that we have, and there is absolutely no connection. Statistics show no connection between this gestation period of two years really increasing the efficiency as far as the driving is concerned. No.

In Maharashtra, for example there is no such condition at present and yet in Maharashtra the ratio of accident per 1000 vehicles fell from 73 in 1975 to 39 in 1984. Whereas in some of the southern States this condition is there at present and there the rate of accident despite this condition is on the increase. Sir, during the 5 years period, from 1978-83 in Andhra Pradesh the increase of accidents by 43 per cent, Tamil Nadu by 36%, Kerala by 15.56%, Karnataka by 14%, All India increase by 16.79% but in Maharashtra where there is no such condition about the gestation period the increase has been about 6.73%.

SHRI C. MADHAV REDDI (Adilabad) : Maharashtrians are very efficient people.

SHRI G.M. BANATWALLA : Mr. Chairman, Sir, in case of casualties also, the percentage increase between 1978-83 was, Tamil Nadu by 70%, Andhra Pradesh by 64%, Kerala-39%, Karnataka-37% and All India-33.41%. In Southern States, we have the gestation period condition. In Maharashtra there is no such condition and yet in Maharashtra, there was no percentage increase of casualties but on the contrary a decrease by 5.74 per cent. Therefore, there is no connection between these two gestation periods and this provision must go. It will affect our Twenty Point Programme also of providing employment to the people, coming

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down harshly and without any improvement of the situation. If improvement of the situation had been envisaged, it would have been a different thing altogether. No country in the world imposes such ridiculous restrictions on obtaining licences. It is further provided under Clause 27 that the Central Government may make rules specifying minimum educational qualifications for licence to drive vehicles. An important point is just left to the domain of subordinate legislation by the State Government in order that no State Government may come down harshly and unreasonably. In this particular country, I feel that this particular delegation of authority is rather ill-conceived.

Another point and then I will conclude—you may be rest assured and you may not be restless on that point—and that is, under Clause 9 sub-Clause 5 there is a provision “where the applicant does not pass the driving test after three tests, he cannot re-appear for a period of one year from the date of last such test.” What is all this ridiculous thing? Let him appear for any number of tests he may like. Why do you want to come down and debar him for a period of one year? If by chance he has not cleared in two tests, then in the case of the third test, he will have to face that great giant, namely, corruption—give me under the table or you wait for one more year or you are debarred for one more year. Therefore, these are provisions that unnecessarily roll on the red carpet to corruption. Let him appear in as many tests as he likes. You have your own arrangements for that, rather than you hold the Sword of Damocles of debarring him and then facing this giant of corruption. I had given you a promise that I will conclude with this point, though there are several other Clauses which require a deeper and wider analysis. I must therefore conclude by urging upon the hon. Minister to agree to send this Bill to the Joint Committee of the Houses. However I must say that the Government has done a commendable thing and I must appreciate the initiative that the hon. Minister has taken with respect to various problems concerning the transport industry in our country.

[Translation]

SHRI MOHD. AYUB KHAN (Jhunjhunu) : Mr. Chairman, Sir, first of all, I congratulate the hon. Minister Shri Rajesh Pilot for bringing forward this Bill which is a very important Bill. This Bill has been prepared very carefully. More improvements are required to be made. We hope that our hon. Minister will keep this in mind. As the transport is controlled by the forces, in the same way, if the Motor Vehicle Act is prepared on those lines and implemented then there can be much improvement. For example, after every 100 kilometers, there should be a repair check-post where all the facilities including means of repairing and telephone connection should be made available. Arrangement of re-filling should also be there. If this facility is provided, then there will be much improvement and there will be less accidents.

In my opinion, bad roads are the main reason behind the large number of accidents. My suggestion is that all the national highways should be repaired from time to time. This is very necessary. Help of Border Road Force can also be taken in this work. For this work dependence on contractors should be minimised. The more the roads are in bad condition, there will be more break-down of the light vehicles and there will be more accidents. For example, there is heavy traffic on Jaipur-Ajmer road and God knows, how many accidents take place there every day. In this connection, the hon. Minister has assured that arrangements would be made immediately to divide it into three or four lines. If it is done there will be less accidents.

My suggestion is that heavy traffic should be prohibited from 12 O'clock in the night to 4 O'clock in the morning. This can lessen the accidents. During these hours, no liquor shop should remain open so that the drivers do not drink while driving. At the same time, as has been promised by the hon. Minister also, approval to the highway between Delhi and Sikar *via* Jhunjhunu should also be given without delay and there must be a dividing line in the middle of the road.

The facilities extended through this Bill in the matter of driving licences will provide

a lot of relief to the people. So far as collection of road tax and other taxes are concerned, I would like to suggest that, these taxes should be collected at one single point which will be more convenient to the people. Now-a-days policemen are seen extorting Rs. 10 to Rs. 20 from truck operators by stopping trucks. This type of corruption can also be checked. Moreover, arrangements should be made to collect the tax in full at the point of loading goods so that there remains no scope of corruption. It will be beneficial to the Government and the people will not be harassed.

The drivers and conductors of all the State Transport buses, particularly, in Delhi belong to one particular state only. It makes a lot of difference in respect of attitude of the people belonging to different States and their mutual relations. Delhi is the capital of our country and people of all States live here. It should have drivers from all the States. There should be a mixture and the best drivers belonging to Maharashtra, Karnataka, Andhra Pradesh, Rajasthan etc. so that it may give impetus to the feeling of unity in diversity. There should be very good drivers here. I request the Government to make enrolment for these resources. The Government should tap various sources for recruitment to the post of driver. Similarly, arrangements should also be made to establish workshops. In the same way, a post of Foreman should be created there so that trained youths could be made available in future. There should be provisions of having L.R.W. workshops and Base workshop. Every vehicle should be taken to L.R.W. workshop before it comes into operation and should be sent to base workshop at the end of the month. The vehicles should be sent to the base workshop again once in a year. The system prevalent in the railways should be made applicable here as well. It will do a lot of good. While on the one hand it will increase the longevity of the vehicles and on the other hand the Government could exercise control over them.

The Government has curbed various types of corruption prevailing in motor-vehicles and as result of this the poorest of the poor people have also mustered courage to take a licence. It should be made

further cheaper and liberal so that more and more people could take its advantage.

Under the prevailing system about movement of trucks from one State to the other, the truck operators and other people face a lot of difficulties. This system needs to be scrapped and a new system evolved so that tax is collected at the starting point before the trucks move forward a particular State(s) in order to save the truck operators from embarrassment while passing through different places of every State.

Hon. Minister, Sir, I would like to make an appeal to you once again that the task of repairing roads should be handled by the Central Government instead of leaving the same to the States. I also hope that you will deal with the situation arising out of wearing of tyres and restrictions imposed on tyres. With these words, I conclude.

SHRI BALWANT SINGH RAMOOWALIA (Sangrur) : Mr. Chairman, Sir, the hon. Minister for Surface Transport has taken realistic view while drafting this Bill. He has thought in the right direction. He has incorporated a lot of essential things in it. I have reservation against two things only and I shall make a mention of the same. First of all, it is with regard to denial of granting heavy and passengers transport licences. The provision of driving light vehicles for a period of two years and thereafter applying for a licence to drive heavy vehicles does not seem to be justified. The waiting of two years is too much. Because, in our country, most of the people do not have their own vehicles. Those who own vehicles, do not drive themselves, they employ drivers. Under these circumstances, it will be better if a standard is fixed. It is not the question of time limit. A test could be prescribed for this. If a person gets through the test, he should be given a licence. There are people who are highly intelligent and acquire skill in driving within 6 months and there are others who even after 5 years' practice do not perform well. As such the Government should not block the future of those people who acquire good skill in driving within 3-4 months and can drive passenger and goods transport vehicles on the basis of their capability and hard work. A test, may, therefore be prescribed and people may be asked to pass the test for

[Shri Balwant Singh Ramgowlia]

acquiring the licence. The first test may be held after three months and who passes the second test after 6 months should be given heavy driving licence.

As regards tractor, it has been stipulated that a person cannot drive a tractor until and unless he is in possession of heavy vehicle driving licence for three years. For example, there are 11 lakh tractors in India and the highest number is in Rajasthan, Punjab, Haryana and Uttar Pradesh, will it not be so that a person possessing light vehicle driving licence shall not be able to drive a tractor with the enforcement of this time limit. Although he has been driving the vehicle for last six months but will have to stop driving the same once your two year condition comes into force.

40 years have elapsed since we achieved independence. I do not want to accuse any particular person for this. We have been trying to bring about development in the country vigorously. We are imparting training to the people and making every effort to provide them employment. Various Governments, whether it is the Congress Government or non-Congress Governments, are working in their own ways in this direction. Even then we could not eradicate illiteracy which has been prevailing in the country for the last thousands of years. Shri Pilot is a very good person and realises the difficulties of others. But how has he proposed that licences cannot be granted to illiterate persons?

Just now, I asked my colleague, he does not have first hand knowledge. But Shri Ayappu Reddy told me that 50 percent of the people in the country are still illiterate. It means that half of the people have been deprived of applying for licences.

Everybody has got his own experience. An illiterate person who left Punjab 35 to 40 years ago learnt driving in Bombay, Calcutta etc. That illiterate person can drive for better than a graduate. It is not proper that people having private experience should be overlooked. There are large number of poor illiterate people in the country.

I asked a Sardar in London about his educational qualifications. He said that he

does not know A.B.C. of Punjab. I enquired of him his profession. He said that he drives State transport buses. Please reconsider the point of not granting licences to illiterate persons. Licences should be given to those who can show better performance in driving. No qualification, say matric or middle has been proposed here. I would certainly ask Shri Pilot to grant licences to all those who have capability of driving a vehicle.

I have seen many a person in the army who had a little education, but they fought far better in the battle field and they were capable of driving very well. I want to draw your attention towards these points. With these few words, I conclude.

KUMARI MAMATA BANERJEE (Jadavpur) : Mr. Chairman, Sir, I support the Motor Vehicle Bill, 1988. I do not want to speak much on the Bill, because just now I have to attend the meeting of the Business Advisory Committee.

I would like to say one thing about the accidents. I had an opportunity of witnessing a case of accident. I was going towards New Delhi station by a taxi for undertaking a journey to Calcutta. I found that a person met with an accident on the Curzon Road and his foot was badly injured and he was bleeding profusely. Several people were watching him. But there was not even a single person there to take him to the hospital. On my asking the taxi driver as to why do not the onlookers take the injured person to the hospital, he replied that no one comes forward because later on the policemen keep on harassing him till the enquiry is over. You should formulate some such rules so that the injured person may be taken to the hospital soon after the accident takes place and the person who steps forward to help may not be harassed by the police and should be dealt with softly. Our hon. Minister will surely pay attention to it.

The Motor Vehicles Bill introduced by the hon. Minister is a very good and comprehensive one. Accidents often take place in Delhi but no one steps forward to help the injured in the accident. As a result thereof the injured may even die. We should surely make some such provision so that the number of these accidents may be

reduced and the injured in the accidents may get immediate medical facility. I had determined to say this on the very day when I came to know that the hon. Minister is going to introduce a Bill on the similar lines. We should not play with the life of any person.

Many cases remain pending in the Claims Tribunals. Lawyer should be provided by the Government to the poor for fighting the cases of claims. No money is paid to the family of a rickshaw puller or a labour in the form of assistance in case he dies in an accident. As a result of which his family has to face starvation. They lack the resources to fight a case in the court of Law. Therefore the Government should come forward to fight the case on their behalf. As such we have many laws by means of which the family members of the victim are entitled to getting some amount or some employment in the form of assistance. But the poor know nothing about laws. My submission, therefore, is what an arrangement should be made by the Government in this regard. The cases lying pending in the Claims Tribunals should be transferred to the Lok Adalats. This will accelerate their settlement and the poor will get justice.

Some news were published in the press about driving licences 2-3 days ago. It was stated therein that those issuing driving licences take bribe for issuing licences. It has been observed that such persons hardly have any knowledge about driving. This is the reason why so many accidents take place in our country. The Government should take action against the officials of such centres where licences are issued by taking bribe. It is very painful to see such things happening even after so many years of independence. Accident do take place on the roads every day at one place or the other. Many drivers drive their carriages on the highway after taking liquor.

15.30 hrs.

[SHRI SOMNATH RATH *in the Chair*]

Thus accidents take place and those responsible for them are insured. The accidents on national highways take place mainly because the drivers drive in a drun-

ken state. This should be checked. Accidents on the highways take place also because the drivers overload their carriages. The traffic police personnel who stop them also let them go in minutes after taking illegal gratification. Such practices are quite common. You should take a note of this thing and take action to curb it.

You have taken steps with regard to checking of eye sight. This is very good. Many people drive in spite of their defective vision. In this field also, there are vested interests. You should keep this aspect also in view.

The rules regarding speed limit and overtaking are not followed. The number of vehicles of such people, who flout the rules, is noted by the police but they maintain such links that they easily go scot free by bribing the police at the police station. All such activities should be curbed. The rules regarding vision in our country should be strictly followed.

The amount of compensation in respect of persons who are killed in the accidents is very meagre. The families of the persons who are killed in the accidents get a little compensation. The amount of compensation should be increased. The decision in accident cases should also be taken early. The relations of the victim face a lot of problem due to delay in taking a decisions. There are even such people whose family members are forced to resort to begging. Such cases should be entrusted to the Lok Adalats so that decision may be taken at the earliest. There is a big chaos in the Claims Tribunals, the poor get very less compensation. Only Rs. 2 to 3 thousand is paid and even that takes a long time. They have to face a lot of problems. Those who commit accidents are normally very rich people. They get free by paying a little money. They should be awarded deterrent punishment so that they may not repeat it. I request you to pay attention towards this aspect also.

Regarding roads I want to say that the number of vehicles have increased manifold and the load on the roads has increased a lot. The Government should pay attention to further develop the roads. Development in other cities should also be at par with that in Delhi. We should construct good roads in other States also.

[Kumari Mamata Banerjee]

We should give maximum chance to our unemployed youth in the case of transport. Ladies should also get an opportunity. The bank authorities harass the unemployed youth a great deal in giving them loan for self-employment. The banks should not ask for any security for giving Rs. 2 to 4 thousand to the unemployed youth. Subsidy should also be given to the unemployed youth for self-employment.

I also want to tell you that an agreement has been signed with G.N.L.F. I congratulate the hon. Prime Minister, Chief Minister and Shri Ghising for this.

I support the Motor Vehicles Bill moved by the hon. Minister.

SHRI MOHD. MAHFOOZ ALI KHAN (Etah) : Mr. Chairman, Sir, this Bill has been debated at length. I, therefore, want to add only a few more points. The most important thing is that the amount of corruption among R.T.O. or R.T.A. under Motor Vehicle Act is the maximum. The reason behind this is that the motor owners have huge income and therefore, they get their permits made by greasing the palms of your officials. The policy of making permits is also very strange. For how long you will continue issuing permits to the freedom fighters? They do not make use of permits but sub-let them. Now the practice of transfer of permit is also allowed which was not possible earlier. Now permits can be transferred on payment of Rs. 1-2 lakhs. I congratulate you for making the national permit free. Therefore, it has lost its charm, otherwise permits used to be sold for Rs. 10-12 thousand. Therefore, I would like to suggest that you should nationalise the routes but besides this, private buses should also be allowed to run just as in the Punjab where 50 per cent buses are run by private owners and 50 per cent by the Government. In this regard you also have the experience in Delhi, if the private operators had not co-operated with you, you would have completely failed. Therefore, it would be better if you make it 50 per cent. If they are entrusted the entire job then they may trouble you by going on strikes etc. What is the reason that a private operator can purchase a new bus after there

years whereas the condition of Government buses goes on getting worse. Therefore, my submission is that you should pay special attention to this, firstly the transfer of permit should not be allowed and secondly when the routes are nationalised 50 per cent opportunity should be given to the private owners.

Similarly, I want to say regarding the strength of routes that only 10-15 buses are given permit where 20-25 buses should run because of non-receipt of R.T.O.'s report. Due to this a limited section is benefited and others do not get permit. Therefore, the strength should be increased on the basis of number of passengers. It has also been your experience that the number of passengers increases with the increase in strength of buses because they get more facility. A committee should be set up to look into this, if considered necessary. Nothing happens in S.T.A. and R.T.A.; your own representatives and M.L.A.s who go there make lakhs of rupees. You should abolish this system. Only the Commissioner, the District Magistrate or Police Superintendent should be a member of that committee. If you want to eradicate bribe then the representative of the people should be removed from there who takes money. I can quote examples, you can yourself visit and see. This has been my experience and if you say I can give it in writing confidentially. The Commissioner in Agra never holds a meeting. The representatives know before hand as to which person is going to get the permit by paying how much money. All this is happening there.

SHRI RAJESH PILOT : Now it has become free. There is no permit.

SHRI MOHD. MAHFOOZ ALI KHAN : If this is so, then it is very good. I have not read the Bill thoroughly. I was only giving a suggestion.

SHRI RAJESH PILOT : This is mentioned in the Bill.

SHRI MOHD. MAHFOOZ ALI KHAN : The second issue is that of the roads. Proper maintenance of roads is essential because if the condition of the roads is good, the vehicles will run smoothly: As Mohd Ayub Khan said that

you should get this work done by your department rather than getting it done through the contractors. This will save money. Similarly, there are big rivers. I submit that there is a place known as Santhga in Farukhabad district where a big Buddha idol has been found. People from Japan and other places come to this place. I want that this place should be connected with a national high way. A bridge should be constructed over the Ganges on highway between Badyun and Etaha. This will facilitate the people commuting between Badyun and Kadarganj which falls in Etah district. It will turn out to be a good station. Where there are no trains and D.T.C. buses ply there should be reservation of seats for M.P.s. Two seats are reserved for M.P.'s, M.L.A.'s and their companions in the buses but there is no such provision in the D.T.C. buses plying to other states than Delhi. I am not asking for reservation of seats in the buses to go around the Delhi city. I am asking for this facility in Inter-state D.T.C. buses. Two seats should be reserved for us in these buses. Attention should be paid to the suggestions put forward by me. You have already stated about transfer of permits that the system this has been restored. With these words, I conclude.

SHRI JAI PRAKASH AGARWAL (Chandni Chowk): Mr. Chairman, Sir, I would like to thank the Hon. Minister for bringing forward a good Bill and I hope that every effort will be made to enforce this Bill. There is a term 'individual' in section 71, I would like to say that the categories like S.C.S.T. weaker sections and Ex-servicemen should also be included in it, otherwise the state Governments will issue permits to the individuals and people from these categories will be deprived of this facility. The age limit for drivers in Delhi areas should not be fixed more than 40 years. Every year, there are three or four bus accidents and 50 to 100 people are killed. People over 40 years can be physically fit but a driver of the age of 60 years may prove very dangerous. One bus terminal cannot meet the needs of Delhi. Population of Delhi has touched 80 lakhs and it will further increase, therefore, the Government should provide three new bus terminals to Delhi so that the

people living in Delhi may get some relief. People from all the corners visit Delhi and its population is increasing. Private buses emit much smoke, your D.T.C. buses are slightly better. Private buses are not well maintained and for this reason they emit much smoke and it becomes difficult to move because of the pollution. Punishing them with petty fines will not serve the purpose, you will have to be stiff about it. Commercial vehicles have been classified according to the weight but what about the vehicles carrying protruding loads which cause difficulties at night and also result into more accidents. I hope that you will make such provisions in the Bill that no truck or heavy vehicle will load the goods more than its specified volume.

Many trucks for repair keep standing by the road side on Highways which are sometimes not visible and this is the reason for so many accidents on our national highways. They keep standing there for days together. This causes accidents and people feel difficulties in travelling.

So far as toll tax and terminal tax is concerned, it is my experience that the majority of the transporters keep that money with them and do not deposit it with the State Governments. There are no arrangements for checking in this regard. I hope that you will pay proper attention to this.

With these words, I hope that you will consider my suggestions towards which I have drawn your attention and will take action accordingly.

***SHRI SRIHARI RAO (Rajhamundry):** Mr. Chairman, Sir, introduction of the Bill to amend and consolidate the law relating to motor vehicles after nearly 50 years keeping in view the changed condition is a welcome step. I compliment our young and energetic Minister for Surface Transport Shri Rajesh Pilot ji who is instrumental in introducing this Bill. This bill brings in sweeping changes in the whole system and money usher in new area. Nevertheless, Sir, still there are some lacunae in this Bill which have to be filled up.

Sir, the transport system is costlier when compared to other countries. The main

[Shri Srihari Rao]

reason for this is the present Motor Vehicles Policy. Earlier the transport system was very cheaper in this country. But various policies pursued by the government contributed in pushing up the cost enormously. Nearly Rs. 500 crores are being collected through Excise Duty. Excise duty is being imposed on tyres, chasis, spare parts, oils and body building. Similarly the Sales tax is imposed on Vehicles, on body building and oils. This kind of irrational imposition of taxes on every available part has contributed to make ours as one of the most costlier transport systems in the world today. The taxation is double and some time it is even treble also. This is the main reason why transport cost has gone up to such an extent. In addition there is an octroi. It shows that our present taxation method is quite erratic and irrational. The present method of imposing taxes needs to be corrected. The taxation policy as far as the road transport system is concerned has to be thoroughly overhauled. A rational taxation would help in bringing down the cost of transport.

Sir, the conditions of our roads are far from satisfactory. Because of the poor condition of the roads, the consumption of fuel is quite high in our country. More consumption of fuel is another important reason why the transportation is so costly in our country. Traffic congestion and narrow roads are also contributing to a large extent to the abnormally high cost of transportation. Our rural economy is dependent on rural transport. The rural economy will look up only when our rural transport system becomes cheap. The country prospers when rural economy prospers. Hence our efforts should be directed at making our rural transport cheap. Sir, I would like to make a few suggestions to make our rural transport cheap. I hope, the Hon. Minister would seriously consider them. The taxes on vehicles which ply in our rural areas like buses, lorries, tractors and tractor trailers should be kept at minimum. The taxation should be the minimum on such vehicles which ply in rural areas. This will go a long way in bringing down the cost of transport in our rural areas. Another important suggestion that I would like to make is that the permits to ply buses in rural areas should be given only to unemployed

graduates. This will help in providing employment of countless unemployed graduates in rural areas. Motor transport is the only industry in the country which is having enormous employment potential. There is no other industry in the country which can create so many jobs. Right from lorry operators, there are various workers and employees who are engaged in this industry. All sorts of persons from educated to uneducated, there are millions who are associated with this industry in one form or another. Mechanics, cleaners, drivers, job workers and many professions and persons are involved in this industry. This is one industry which is spread all over the country. Hence, such an industry like this, should be run at the lowest cost possible. Our rural transport should be cheap and be within the reach of everybody. Sir the economy will improve only when our rural economy improves which in turn improves only when our rural transport is cheap.

Sir, age restriction is being imposed for issuing licences. The issuing of licences should not be tagged on to age. The licences should be given only when one is 20 or more. Any way, age is not important, what is important is the physical fitness. Whether one is able bodied and physically fit enough to drive heavy vehicles should be taken into consideration. It is not important whether one is a major or a minor. Physical fitness should be the sole consideration for issuing licences. Sir, accidents in the country are increasing everyday. The reason for these mounting number of accidents is that the drivers lack physical fitness. Hence I advocate that one must be at least of 20 years of age and physical fit for getting a licence. When licence is issued at 20, the licence must be continued upto 45 years. Frequent verification and changing of licence every 5 years is not a sound policy. When one crosses 45 years of age, a physical fitness test should be conducted. This should be followed after every 5 years thereafter.

MR. CHAIRMAN : It is very much in practice.

SHRI SRIHARI RAO : Thank you Sir, Another major reason for the accidents is that of mixing of driving with drinking. The drunken drivers usually contribute more to the growing number of accidents. Hence simple

punishment is not sufficient. The punishment must be very service. Not only that the driving licences should be cancelled, but there should also be imprisonment for not less than 7 years. Then only there will be possibility of the number of accidents coming down.

Sir, there should be a compulsory risk insurance covering every vehicle and driver. Complete comprehensive insurance scheme should be implemented in the country. Now the practice is such that only a certain people and vehicles are covered under insurance. It is not compulsory and binding on everyone now. Some are opting for it and some are ignoring it. Hence the insurance scheme should be made compulsory and binding of everyone. The justice will be done only then even the drivers and cleaners and other poor persons involved in this industry would get justice. This compulsory insurance would do justice to every one especially the poor worker who contribute a lot to this industry. Hence, I once again plead that there should be a compulsory risk insurance scheme. Sir, just having this insurance is not sufficient. Insurance claims should be settled in one month's time. This stipulation of time limit is very much necessary. If a poor man dies in an accident, it will take years to settle the claim of insurance. It will then be of no use at all, and in fact the very purpose of insurance stands defeated. His family will be ruined. Hence the time limit for settlement of insurance claims should be fixed and that time limit should be one month. I request the government to make necessary amendment to the Act in this regard.

Sir, let me say a word about pollution. Many taxies are being run on Kerosine Oil. These vehicles are causing much air pollution. Such taxies should be banned. Similarly many buses run by the State Authorities are also contributing to air and noise pollution. For example, take DTC buses. They emit too much of smoke, causing much air pollution. Not only that. Since these buses are not well maintained some part or the other of the bus body scrapes along foot paths and there is shrill and deafening noise all around. If any body is passing just nearby the bus, the creaks and protruding parts of the body of the bus will

lift and haul him off to a considerable distance. This is the condition of DTC buses which are in operation in the very capital city of the country. The maintenance of the buses is not proper and hence the government should see that these buses are maintained properly. Similarly the maintenance of roads is also not proper. Sir, in Andhra Pradesh road accidents are going up every day. The reason for the increasing number of accidents in my state is not just the increase population. Though it is 42 years since we achieved our independence, no new national highway has been added in the state. It is most unfortunate. I request the Hon. Minister in this august House to give us a national highway. Since there are not many national highways in the State the road accidents are increasing in number everybody. Roads are few and narrow and the traffic is quite dense. It is other main reason for the worsening situation on the roads today.

Sir, as per section 147 of this Bill the driver-cum-owner is not covered under the workmen compensation Act. This is a major anomaly. Nationalised banks advance loans for purchasing the vehicles under self employment scheme. Thus the government is trying to help the poor unemployed. They drive the vehicles themselves. But in the event of an accident, the compensation Act would not apply to him. Already he is poor. Moreover he meets with an accident. There is no justification why this Act should not apply to him. Hence I plead that such driver cum owners should also be brought within the purview of the said Act.

Sir only the police officials who are and above the rank of sub-inspectors should be permitted to do the checking of trucks. Now even the constable does that job and there is a lot of harassment of lorry-drivers. In order to bring down the harassment, only sub-inspectors and the officers above their rank should be entrusted with the job of checking the trucks. The corruption will also come down considerably. Now what is happening is that the constables stop the vehicles and demand money for clearing the vehicle. It is also considerable traffic congestion. Hence power to stop and check the vehicle should

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be conferred only on and above the rank of sub-inspectors.

Sir, many mopeds of 50 cc capacity are appearing on roads today. The number of these mopeds is increasing everyday. It is every body's knowledge that only poor people own these vehicles. These mopeds are fast replacing bicycles in the country today. They do not have gears. These small vehicles should be exempted from the tax altogether. They do not have gears and are very popular among the poor. There is no justification in taxing these vehicles and hence should be totally exempted from the tax. I hope the Hon. Minister would do justice to the poor by exempting these vehicles from tax.

Sir, now, nationalised routes have now been thrown open for private operators. No doubt it is a good step. But, I request that there should be a Committee to keep a watch on these routes. This Committee should if necessary restrict the number of private vehicles on routes wherever necessary. Otherwise, the private operators would chose only those routes which are good enough and neglect other routes. There will be scramble for certain routes while other routes will go untouched. Hence a Committee should be set up to see that the contemplated relaxation does not adversely affect the people. The relaxation should not be total. It should be well balanced. Then only the expected benefits of relaxation of this policy would go to the people.

I thank you very much for giving me this opportunity and conclude my speech.

[English]

SHRI SHANTARAM NAIK (Panaji) : I am on a point of order. In the morning, I made a reference to ..**...

MR. CHAIRMAN : No point of order. It will not go on record.

SHRI SHANTARAM NAIK : Why my remarks are expunged ?

MR. CHAIRMAN : Over-ruled. It will not go on record.

SHRI SHANTARAM NAIK : According to Rule 380, the words are to be expunged if only they are defamatory or indecent or unparliamentary or undignified. Have I said anything which is undignified ? Why my remarks are expunged ?

MR. CHAIRMAN : I have not allowed you. I am not allowing you. You are not to challenge the ruling of the Chair.

SHRI SHANTARAM] NAIK : I am asking for a review of your decision under the rules. I am not challenging your ruling. I am asking for a review.

MR. CHAIRMAN : You should not ask the Chair. It will not go on record, please.

(Interruptions)

MR CHAIRMAN : It is not the way to address the Chair. You can see the Deputy Speaker in his Chamber. This is not the way.

SHRI SHANTARAM NAIK : I ask you for a review of the ruling.

MR. CHAIRMAN : Ruling or a decision of the Chair cannot be challenged. Already a ruling has been given.

(Interruptions)

MR. CHAIRMAN : Mr. Krishna Iyer to speak.

(Interruptions)

SHRI V.S. KRISHNA IYER (Bangalore South) : I wish to make the following remarks on the Motor Vehicles Act.

This is a very important Bill. There are more than 200 Clauses in this Bill. The present Act is 50 years old. It requires a fresh look. (Interruptions)

16.00 hrs.

I expected that the dynamic Minister will agree to refer this Bill to the Joint Committee. There are certain lacunae in the Bill. We could have made this one of the best Bills in our statute. But, unfortunately,

the Minister has not agreed to send it to the Joint Select Committee so far. After listening to the Members, he should at least now agree to send it to the Joint Select Committee.

Sir, the hon. Minister in the Statement of Objects has stated that the State Governments have been consulted in this regard. Sir, I am very sorry to say that so far as the opinion of my State Road Transport Undertaking is concerned, they are not happy with many of the Clauses of the Bill. They feel that it will kill the State Road Transport Undertakings in our State. I am speaking of my State. I do not know the feelings of other States also. There are some provisions. Actually, they are going to kill the State Road Transport Corporations. I find there are many a lacuna. I would like to take up only a few such cases because the time at my command is very little.

In the first instance, in the beginning itself, care should have been taken to define all sorts of vehicles in the Bill itself. You have left out the Ambulance. There is ample definitions for Ambulance. You have left out auto-rickshaws also. Auto-rickshaws are very common now. The correct definition of auto-rickshaw is also required. But that has been left out. There are many such things.

Coming to Chapter II regarding licencing, I welcome that provision. But the only thing I would like to point out is that with regard to driving licence, it is necessary to bring out competent and good drivers. At present, we do not have sufficient number of driving Training Schools in our country. Therefore, my opinion is that until we have atleast one driving school in every district, it will be difficult to enforce this. I welcome this provision. This is very necessary. But, before you implement this provision, you must take steps to see that driving schools are opened in all the District Headquarters. I am very particular that it should be in the Public Sector because it is very easy to get driving licence from a private school. A person can go to any of private schools and get a certificate within a short time. Therefore, I stress that the School should be to the standards and the certificates should be given by the Government-run schools.

Sir, in Chapter-V, in the existing Act—

the present Act—the procedure of Regional Transport Authority in considering applications for a stage carriage permit is prescribed in detail under Section 47. But now, that has been given a go-by. In Clause 71 (1), it just says that a Regional Transport Authority, while considering the application for a Stage Carriage, have regard for the objects of the Act. In the old Act, the RTA is empowered to limit the number of Stage Carriages but in the present Bill under Sub-Clause (1) of Clause 71 and sub-Clause (2) of Clause 80, any number of permits can be issued. So, it is a free-for all. Any number of Stage Carriage permits can be issued by the Regional Transport Authority. This will affect the finances of the Road Transport undertakings and it will hit them hard. Sub-Clause (1) of Clause 71 and Sub-Clause (2) of Clause 80 will give freedom for the Regional Transport Authorities. No prescribed procedure is there. They can go on giving any number of permits for the Stage Carriages. What is the fate of the State Road Transport Undertakings? Similarly, in the case of contract carriages also, under Section 50 of the existing Act, the Transport Authority can fix a limit. But now, under Sub-Clause (1) of Clause 74 and Sub-Clause (3) of Clause 74, any number of permits can be issued. An individual can have any number of permits. The Company can also have any number of permits for contract carriages. What is the effect of these two—the Contract carriages and the Stage Carriages? What is the fate of the Road Transport Corporations? This will certainly affect them. If only the Minister had consulted the road transport undertakings which are in the public sector, perhaps he would not have come with such a provision for issuing permits. There should have been some restraint. There is a feeling that this particular provision is pro-private operator. Therefore, this needs a second look. We have the experience in our own State where even on nationalised routes any number of permits are issued to matadors and standard vans which are operating as parallel services to the road transport services.

Regarding renewal of permits, there is no safeguard at all; it looks as though it is automatic. Even for renewal of permits, you should see the past record. In the present Act there are provisions under section

[Shri V S. Krishna Iyer]

58(2). But according to the present Bill, renewal seems to be automatic; you do not go into the past record or past performance of the permit-holder at all; even if he had committed a number of offences, you are going to renew.

In the case of tourist permit also, you have relaxed. Under Clause 88(9) of the Bill, permission can be granted for promoting tourism, valid for the whole of India. No limit or quota is prescribed. Here also they will operate parallel to the State road transport.

Finally, I come to nationalisation. Hitherto, for nationalisation of routes, used to be notified by the road transport undertaking. But now, under Clause 99 of the Bill, it is the State Government that notifies. Hitherto, the road transport undertaking used to notify and objections used to be called for and Government used to sit in judgment and give the decision. But now what will happen? Government itself will notify, Government itself will consider the objections and Government itself will take the decision on its own notification. There is no natural justice. Therefore, the position as it exists in the existing Act should be restored, namely, the nationalisation routes must be notified only by the road transport undertaking and they must be decided by the Government.

There are some more points, but because there is no time, I am not mentioning. You must have seen the reaction of the road transport undertakings. If only we had time in the Select Committee, we could have interaction with the officers and we could have improved on this. In any case, please see that, under no circumstances, is nationalisation diluted. I hope the hon. Minister will consider these suggestions which have been made not only by me but also by many other Members.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): Mr. Chairman, Sir, in the beginning I must thank all the hon. Members who have spoken from both sides of the House for the keen interest they have taken. It was very educative listening

to most of the Members. Let me humbly make this request to all. The intention is to improve the system. This is not the full-stop; today the Bill is passed and Government's mind is completely closed and we say, "Whatever we have discussed, that is all; nothing more can be entertained". This is only the initial step in the right direction on this sector which has been suffering for the last 30 to 35 years. As I mentioned in my opening remarks, there has been a change in the total system. Where we had three lakhs of vehicles, we have today a hundred lakhs of vehicles. Earlier, for driving licence the requirement was different from what we have today. Seeing the total change in the system, we have come with some reforms. So, I must, very humbly, tell the hon. Members that it is not that we have put a full stop to any suggestion or that we say that what we have done is a totally perfect system. We are here to carry on improving on it. It is a continuous process. We cannot say that today's rule will be valid even after 30 years. May be in 1939 when the old Act was made, this was also thought over that there would be a change and the road transport would increase. What the hon. Members have got, Government also have the same intention. The idea is to give a safe and perfect transport system to the country. We are open. We are open for the suggestions and as the Bill is put into practice, put into practical implementation, whatever things we feel that this is not really going to work out, we have not closed our mind on that and we will move on that line. I must thank the Hon. Members for their valuable suggestions and I humbly request that this is a very progressive step in the right direction and with honest intentions everyone must support and pass the Bill so that we can really move towards the right direction.

Hon. Members have said about the comments of the State Governments. I must assure them that, may be, the State Governments are not happy with some of our amendments. But we have consulted all of them. If any Hon. Member has any doubt, I can give the comments of that particular Government to that Hon. Member whatever comments they have given to us. We have not only asked their comments, but we have sent the Bill to them and waited for their comments. Since 1984, we have

been working on it. We have met experts on transport system. We have taken comments of the State Governments. We have discussed in the Transport Development Council where all the Transport Ministers and the PWD Ministers from the road transport sector are involved, and open discussions have taken place.

SHRI BASUDEV ACHARIA : I would like to know whether you have received comments from the State Government or you have consulted the State Governments.

SHRI RAJESH PILOT : I say I have consulted them. I have said : all right, I am sending the Bill to you. Please comment." If the Government has not replied for four years, what do you expect me to do ? Do I carry on waiting that the Government has not replied ? I should not carry on postponing my decision. (*Interruptions*)

SHRIMATI GEETA MUKHERJEE (Panskura) : Have they commented adversely ?

SHRI RAJESH PILOT : But I have considered them. I have said in the beginning that they may not be happy with some of our amendments. I have accepted that. I am not saying that whatever they have told, I will incorporate it totally. There have been difference of views. During the discussion, you have heard that there are difference of views from different Members of Parliament. Some Members have said that liberalisation of permit is good. Some Members have said that it is certainly wrong. Some Members have said that privatisation should be encouraged and some have said that nationalisation should be more strengthened, and privatisation should not be encouraged. Always, there are difference of views on any subject and it is the duty of the Government to take a balanced view on the national policy of that particular party which is running the Government. Our Government is for nationalised sector, public sector, but we also encourage private sector wherever it is needed. We have taken a very balanced view in the whole Motor Vehicles Act. When we formed the definition, we have taken in view the comments of the other Ministries like the Industries Ministry about what is the production figure likely to be in the next ten

years etc. Maybe today the 12,000 kilogram vehicles are considered as heavy vehicles and the production in the industry is picking up. That is why, we have kept the vehicles of 10,000 kilograms under the medium vehicles. All these factors have been considered in consultation with the Industry Ministry, Law Ministry. Suggestions from the Members of Parliament have been taken. Today, most of the Members who have supported it, some of them have been writing to me and I have also been receiving suggestions for the last two years from the Hon. Members of Parliament. Even Members have written to me about their suggestions after going through the newspaper. So, any Member who has been really keeping a track has been suggesting we have taken that suggestion in incorporating these amendments. Most of the Members have spoken on various subjects. There are three subjects where difference of views have been expressed. I will just cover those two or three points where we have difference of views.

One was the driving licence. If you see the rate of accidents which is a worry for the whole country, I think, the House will share with me that the number is increasing percentage is increasing. That is why, we have to come very heavily on that particular aspect that we have to start very strictly. I fully agree and Mr. Banatwalla will pardon my saying this that delegation which met him today that had met me also in the morning. He was persuading me that this 20 Point Programme would totally fail if we had restrictions on the 20 Point Programme. Are we giving priority to the removal of poverty instead of life of a person ? Safety to life is more important than the removal of poverty. (*Interruptions*)

SHRI G.M. BANATWALLA : You can clarify this. For example, when we are concerned with accidents you have actually reduced punishment for accident in this present Bill. The punishment for excessive speed, for example, has been reduced. You please refer to your Clause 183 (1). In the present Motor Vehicles Act the punishment is imprisonment upto one month or fine upto Rs. 100 or both. Both in the present Bill, for the first offence fine upto only Rs. 500 and for subsequent offences only upto Rs. 1000. The point that I am suggesting is

[Shri G.M. Banatwalla]

that there are various aspects which have been overlooked and there are certain provisions which are ill conceived and this is one of the ill conceived provisions.

SHRI RAJESH PILOT : We have tried to become practical about it. If you put imprisonment for overspeeding, it never happens as you know. So it is better to fine him financially so that he learns a lesson. It is easy to write one month imprisonment; but how many cases have been practicable in this country where for overspeeding one has gone to jail. So we have tried to become so practical where we can really implement this Act.

Most of the Members have made a point about driving licence. The idea is to have driving licence given to those people who are really competent to drive. Today the system is faulty. As I have said in my replies earlier in the House, now there is no system at all, there is no medical check up at all. Once you get your driving licence, I have seen personally that at the age of 56 or 60 the driver is driving and the man sitting beside him tells him 'now turn left, now turn right.

[*Translation*]

"now turn left, now turn right and now apply the brake".

These are all happening. These are the practical things where we have to get into the problems and find out. We have made medical check up compulsory for commercial vehicles conceding these factors.

I agree that the moment you say that two years light motor vehicle driving experience before you change over to heavy motor vehicles ..

SHRI G.M. BANATWALLA : Not experience, only holding the licence.

SHRI RAJESH PILOT : The intention is that only. I can write experience...
(*Interruptions*)

When we have put this clause that he should hold a two years light motor vehicle licence, the intention is that he drives. I agree that there is no experience written in

that. But the maximum that we can put legally on them is this. Because the moment you say two years light motor vehicle driving experience, there is a test after that also. It is not that holding two years licence is a fit case to take licence for heavy vehicles. But even experience chit for any amount of experience one can take. I know it. It is not a perfect system where you can say that all right you have licence and you have the experience too—that is the perfect system. But we except that with these restrictions there will be some sort of improvement in it. I am not saying that with this law 100% improvement will come. 100% improvement will not come till such time we really improve the whole system of the functioning of this country.

There are people who get motor driving licence by sending money orders. There are cases which have been caught where people have not even applied for it and they just by sending money orders get motor driving licence. Thinking on those lines we have gone very strict on driving licence. So let us put it in practice. If we find that it can work, we can always reduce it from two years to one year. It is also not correct that the man who qualifies for a heavy vehicle should be immediately put on a 30 tonner or a 35 tonner vehicle. Because the moment you give a heavy motor driving licence, you cannot put a restriction that he will drive only upto 3 tonner or 5 tonner vehicles. We are trying to put experience only for safety reasons.

One point was made about fitness by private testing stations. The intention is again to remove corruption from the system. Today as Hon. Members pointed out, when a person goes for fitness of vehicle in RTO office, they say that this is wrong and that is wrong. But with some discussions everything will become fit ! To remove that, you have to have competition. We are relying totally on the State Government for this. Because ultimately the implementation of the Act is totally in the hands of the State Government.

SHRI P. KOLANDAIVELU : By this you are opening the floodgates of corruption.

SHRI RAJESH PILOT : It means that

giving anything to the State is encouraging corruption !

SHRI P. KOLANDAIVELU : No, you are giving it to the private owners now.

SHRI RAJESH PILOT : What we are doing is that we are authorising the State Government that they select the motor garages which have the equipment and competence. It is the State Government which has to say this. They can say that all right no private garages, we want to have RTO efficiency. The intention is that RTO should serve; but they are not serving. So this is the only alternative available. When I know there are two alternatives the corruption will be reduced. This is the total idea behind having the private garages giving certificates for fitness. We have seen in the developing countries this has worked because when you are coming to RTO for fitness you are already bringing a certificate of fitness from the motor garage. You are already bringing that certificate and RTO is only counter-signing it. Today he has the power to reject it.

Another main point which was discussed was the nationalisation of routes and liberalisation of permits. The intention behind this liberalisation is very clear. It is not moving towards privatisation. Let me explain what is Government doing. Today some of the State Governments suppose they want to nationalise some routes. They will give a news or a notification or an order that such and such route is to be nationalised. Then all the private operators come running and say : Do not nationalise. Do not nationalise. After that they take sometimes two years or three years and the route is never nationalised. The same system continues. Then complaints come to us that nationalisation has become a scaring weapon with the State Government. Now what we have done in the present scheme is that suppose route 'A' to 'B' is to be nationalised. The State Government will give a notification that they want to nationalise route 'A' to 'B'. Then within one year the State Government will have to nationalise that route and publish their scheme in the local newspaper and also the existing system at that moment when notification is issued will continue till total nationalisation takes place and suppose they

do not nationalise within one year then the whole scheme lapses.

As far as the point about liberalisation of stage carriage permits and contract carriage permits is concerned it is a fact that some people are holding the permits for generations. This point has been mentioned by some hon. Members also. For the last three generations the permit has not gone to any other person. There are parties who are holding the permit for the last thirty years because they do not allow the newcomers to come in. They do not allow the other parties to come in. They use methods beyond doubt. The same thing was told to me when Government liberalised the national permits on trucks. Lot of people came saying you are going against Socialism. You are withdrawing the right of scheduled castes and scheduled tribes. But what was happening. Permits in the names of scheduled castes and scheduled tribes were taken and they were further rented and in some cases sold. The poor scheduled caste and scheduled tribe did not make full use of that permit. They were misused. With this the intention of the Government is to remove corruption and, as such, the cost of the permit is removed. The apprehension of Mr. Kolandaivelu is that if you make it free there will be dis-order. Everybody will apply and instead of 50 buses there will be 100 buses.

SHRI P. KOLANDAIVELU : There will be so many buses and less passengers.

SHRI RAJESH PILOT : His apprehension is that there will be chaos. Suppose there is requirement of fifty buses there will be 100 buses instead. I agree with him that there is an apprehension to that effect but who will spend Rs. 5 or 6 lakhs on a bus if there is no return from the bus.

SHRI P. KOLANDAIVELU : He need not spend Rs. 5 or 6 lakhs. Through hire-purchase system by spending Rs. 30,000 you can get a vehicle.

SHRI RAJESH PILOT : But you will be paying interest to the bank. Then you are taking a liability on yourself. I share your apprehension. I am not saying it is totally ruled out. What I am saying is that let us take this step so that corruption is curbed,

SHRI P. KOLANDAIVELU : Let me tell you corruption cannot be eliminated by this.

SHRI RAJESH PILOT : We have another one and a half years term to go in this House. You are here. We are here. We will show corruption is removed and if there is any lacunae still left we are to learn from it. So, that is one intention. Initially, the same apprehensions were given to us in the case of national permits for trucks. Believe me, the revenue went up. A common man could go to RTO office. If he said : My truck number so-and-so, permit for three States, he just paid the tax of the State and came back. Corruption has been routed out totally from there. Today, the national permit for a truck is freely available to anyone. There is no corruption. On similar lines, we are trying to have in this system.

We are available to rectify that. If at any time, the House feels, we feel or the people feel that it has to be amended in that way, we are there to rectify the mistake and follow it up. (*Interruptions*)

Another thing was about the claims. I am just touching the main points. Then, I can answer some of the questions about which the hon. Members feel.

In this particular Bill, we have tried to bring maximum public convenience. The intentions of the Government are to have scope for natural growth in keeping with the local needs for both the public sector and the private sector.

We have also tried to bring about changes to give scope for individual initiative, road safety, pollution control and regulation of transport of hazardous equipment. A number of Members have said about provisions for pollution. I can inform the House that with this Act, which is coming in, we have taken steps for emission of smoke, visible vapours, spark ashes, reduction of noise emitted by causes of vehicles. We have come down on the age of the vehicles.

PROF. SAIFUDDIN SOZ : Why not eradication of noise ? Why reduction ?

SHRI RAJESH PILOT : My point is, we would like to eradicate it. Tomorrow, you will take a decision that all vehicles of six years would be closed. Can you afford it in this country today ? Suddenly, you find two lakh vehicles off the ground. Then, you come to the banks. Let us go practical. I can take a decision that any transport giving is to be closed. I can tell that the Jammu and Kashmir Government will be the first one to ring up and say : 'No, no; hills, you must permit.' So, let us have a practical approach.

SHRI ATAUR RAHMAN : What about the pending cases in courts ?

MR. CHAIRMAN : Let the Minister reply. Then, you put some question, if necessary.

SHRI RAJESH PILOT : On nationalised routes, we have made provisions for State carriers permit on route of 50 kilometres or less only State transport undertakings besides the individual. We have not brought the companies here. Only STUs have been permitted. STUs are exempted from ceiling limit on personal holdings. There is a ceiling limit on the personal holdings by individuals and companies—five and ten, respectively.

About the consideration of applications for permits, where there are more applicants than the number of vacancies available, STUs will be given preference other things being equal. Similarly, STUs have been exempted from ceiling on personal holdings in matters of grant of national permits and all-India permits for tourists and coaches. Even for the festivals and other things, we have removed the restriction on the STUs so that they can use whenever they feel like that.

Regarding provisions to help the private sector, we have taken the steps. Presently, when a scheme is to be nationalised, route or area is notified, existing private operators cannot get renewal of the permits. The transport authority cannot grant permit on such routes or areas covered by notification. There is uncertainty in the minds of private operators. They do not take steps to improve their services or replace the existing vehicles because of the fact that Govern-

ment's intention to nationalise that area or route is there. We have taken steps that within one year, the Government has to do all their formalities and come up there.

I have mentioned about the drivers. I have mentioned about the vehicles. We have also taken steps for a critical component of motor vehicle to conform to the prescribed standards and specifications. Renewal of registration certificate on non-transport vehicles will be only after a certificate of fitness is issued by a competent authority. As I have mentioned, the registration is being changed. We are going to have a national register. (*Interruptions*)

Similarly, there is compulsory inspection of vehicle for mechanical defects before it is registered and power to prescribe the age-limit of motor vehicles to eliminate the vehicles causing pollution.

We have taken a step. Over-loading was very common.

SHRI AMAL DATTA (Diamond Harbour) : Mr. Madhav Reddi made a point. I also emphasis that. That was, if you are authorising the State Governments to have prescribed gar ages to give the fitness certificates that will not be a very good thing.

MR. CHAIRMAN ; The Minister has already replied for this.

SHRI AMAL DATTA : No, no. He is just proceeding. Is he taking steps in this regard ?

SHRI RAJESH PILOT : I am covering those general points. Over-loading was very common in the transport sector. We have taken a decision that if anywhere over-loading is found, we said to off-load there itself so that people are psychologically scared and they will not overload. Earlier there was challan system. So, these are the strict measures to improve the system.

Similarly, there are lot of measures which we have taken. One of the hon. Members has said that what is happening today is that a vehicle commits a crime here and goes to some other State. It is easy to trace that vehicle with this new

system of registration and the national register of driving will be maintained and it will be very easy to trace the vehicle and the driver. These are the very good intentions moved by the Government. Most of the Members have given their points in different ways. I have noted down all the points.

SHRI P. KOLANDAIVELU : You are taking away the jurisdiction of the court. Clause 2 (11) which was formerly found in the Act in 1987 has been taken away now in the new Act, i.e., the jurisdiction of the courts. That is the fundamental right. How can you take it away ?

SHRI RAJESH PILOT : It is not that Fundamental Right. This is a different fundamental right. There have been complaints that lot of things have been pending in the courts. We have taken up with some of the measures. And nobody will go to the court when there is no restriction. Why are people going to court ? You have applied and I have applied. How have you got it ? That will be the cause. Now there is no cause. Who will go to the court ?

I have noted down the points given by the hon. Members individually. Generally, I have covered all the points as to what Government intend to do, what they have suggested and what is in the present Motor Vehicles Act and so on. (*Interruption.*)

16.32 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

SHRI ATAUR RAHMAN : What about the pendency of cases in the court under Motor Vehicles Act ?

SHRI RAJESH PILOT : Regarding the pendency of cases in the courts, in the new Act, you can find that we are trying to hasten the Claim Tribunals and after the Claim Tribunals are finalised, within 30 days, the fund has to be deposited.

SHRI ATAUR RAHMAN : That is quite different. I am talking about the traffic violations which are not tried by court... (*Interruptions*)...regarding special magistrates...(*Interruptions*)...

SHRI RAJESH PILOT : It is a good suggestion. I will certainly consult with the State Governments in the next Transport Development Council. I have mentioned very clearly and let me frankly tell the whole House that the total implementation of this Bill will be practically depending upon the efforts taken by the State Governments. Only then, the Bill will be practical. The total machinery has to be by the State Government because this sector is totally controlled by the State Government and we will do our best from the Centre in giving full help to it. Whatever suggestion, the hon. Member has given, I will certainly discuss when the next Transport Development Council meeting takes place.

One hon. Member has mentioned about the Delhi bus terminals. I fully agree that the requirements in Delhi are more. It is also under consideration. We will try to help the Delhi commuters in this direction.

With these words, I request the hon. Members to get the Bill passed.

MR. DEPUTY SPEAKER : I shall now put the Amendment to the Motion for Consideration moved by Shri C. Madhav Reddi to the vote of the House.

Amendment No. 1 was put and negatived.

MR. DEPUTY SPEAKER : The next amendment to the Consideration motion is by Prof. Soz.

PROF. SAIFUDDIN SOZ : Please give me a minute. I do not insist on a Joint Select Committee on this Bill. It is an important Bill and I want an assurance from the hon. Minister that this Bill would be reviewed within the next six months and he will come forward with the amendments required in the light of the suggestion received and the discrepancies noticed.

SHRI RAJESH PILOT : As I said, the Government has a totally open mind. I am not saying that it is a perfect legislation. Efforts have been made to improve it. We have incorporated the various suggestions we have been receiving. We have had discussions in the various forums also. Why fix this time limit? We can review it even tomorrow, if necessary.

SHRI G.M. BANATWALLA : It is an open window that does not let the fresh air in.

PROF. SAIFUDDIN SOZ : I seek leave of the House to withdraw my amendment to the consideration motion.

Amendment No. 103 was, by leave, withdrawn.

MR. DEPUTY SPEAKER : The question is :

"That the Bill to consolidate and amend the law relating to Motor Vehicles, be taken into consideration".

The motion was adopted.

MR. DEPUTY SPEAKER : The House will now take up clause by clause consideration of the Bill.

Clause 2 (Definitions)

SHRIMATI GEETA MUKHERJEE : I beg to move :

"Page 3, line 18,—

for "12000 kilograms" substitute
"11000 kilograms" (37)

"Page 3, line 32,—

for "6000 kilograms" substitute
"4,000 kilograms" (38)

These amendments are with a view to save the Government from the revenue loss without any benefit passing on to the consumer. In a situation where we have such a huge deficit, I think, it is absolutely non-essential to reduce this revenue to give this concession. If the hon. Minister has an open mind, let him make a start from today, why wait for tomorrow and accept my amendments.

SHRI RAJESH PILOT : This is a definition clause and it defines a heavy passenger motor vehicle. The criterion for classification of the heavy passenger motor vehicle is that the gross weight of such vehicle should exceed 12000 kilograms. The amendment proposed is to limit gross vehicle weight to 11000 kilograms which is the present limit under Section 2(9-A) of

the Motor Vehicles Act, 1939. The limit of 11000 kilograms was proposed to be increased to 12000 kilograms on the recommendations of the Ministry of Heavy Industries.

As I have mentioned, we have taken into consideration the technical requirements of the transport sector for the next twenty years.

As regards revenue, there will not be any loss, because the earlier limit of 4000 kilograms, has been brought down to 3000 kilograms. While the revenue will not come down, on the other hand, it will help a lot; 11000 kilogram vehicles will come in the medium vehicles.

In view of this, I do not accept the amendments.

MR. DEPUTY SPEAKER : I shall now put amendments No. 37 and 38 to clause 2 to the vote of the House.

Amendments Nos. 37 and 38 were put and negatived.

MR. DEPUTY SPEAKER : I shall now put clause 2 to the vote of the House. The question is :

“That clause 2 stand part of the Bill”.

The motion was adopted.

Clause 2 was added to the Bill.

MR. DEPUTY SPEAKER : The question is :

“That Clause 3 stand part of the Bill.”

The motion was adopted.

Clause 3 was added to the Bill.

Clause 4 (Age limit in connection with driving of Motor Vehicles.

PROF. SAIFUDDIN SOZ : I beg to move :

Page 6, line 13,—

omit “in any public place”. (30)

Sir, Clause 4 says, “No person under the age of 18 years shall drive a motor

vehicle in any public place”. Now there may be some public park which has no fencing and which is not labelled as public park, is he free to kill somebody there? So, what is the use of saying, ‘Not in any public place?’ I request the Hon. Minister to remove this expression.

SHRI RAJESH PILOT : Mr. Deputy Speaker, Sir...

PROF. SAIFUDDIN SOZ : ‘No person under the age of 18 years shall drive a motor vehicle!—this is sufficient. Why in any public place was added?’

SHRI G.M. BANATWALLA : In a private room he can drive. (*Interruptions*)

SHRI RAJESH PILOT : What we have done is that we have reduced the age from 18 to 16 years for children who are driving mopeds or vehicles without engines or gear. And why we have said, ‘not at public place’ is because if you remove this, then they will drive at public places also. So, we have specially restricted it to the private places. And as the Hon. Member was saying, I don’t think that in lawns or some such places somebody will drive the vehicle. He is not supposed to drive there.

MR. DEPUTY SPEAKER : I shall now put of amendment No. 30 to Clause 4 moved by Prof. Soz to the vote of the House.

Amendment No. 30 was put and negatived.

The question is :

“That Clause 4 stand part of the Bill.”

The motion was adopted.

Clause 4 was added to the Bill.

MR. DEPUTY SPEAKER : The question is :

“That clauses 5 and 6 stand part of the Bill”.

The motion was adopted.

Clauses 5 and 6 were added to the Bill.

Clause 7 (Restrictions on the granting of learners licences for certain Vehicles)

SHRI G.M. BANATWALLA : I beg to move :

Pages 6 and 7,—

omit lines 35 to 41 and 1 to 3, respectively. (10)

Page, 6,—

omit lines 36 to 38. (11)

Page, 7—

omit lines 1 to 3. (12)

PROF. SAIFUDDIN SOZ : I beg to move :

Pages 6 and 7,—

(i) omit lines 35 to 41 and 1 to 3, respectively.

(ii) Page 7, line 4—omit “(2)”. (31)

MR. DEPUTY SPEAKER : I shall now put together all the amendments to Clause 7 to the vote of the House.

Amendments Nos. 10, 11, 12 and 31 were put and negatived.

The question is :

“That clause 7 stand part of the Bill.”

The motion was adopted.

Clause 7 was added to the Bill.

MR. DEPUTY SPEAKER : Shri B.D. Patil, absent. There is no amendment moved to Clause 8.

The question is :

“That Clause 8 stand part of the Bill”.

The motion was adopted.

Clause 8 was added to the Bill.

Clause 9 (Grant of driving licence)

SHRI G.M. BANATWALLA : I beg to move :

Page 9,—

omit lines 11 and 12. (13)

MR. DEPUTY SPEAKER : I shall now put amendment No. 13 to Clause 9, moved by Shri Banatwalla to the vote of the House.

Amendment No. 13 was put and negatived.

The question is :

“That Clause 9 stand part of the Bill.”

The motion was adopted.

Clause 9 was added to the Bill.

MR. DEPUTY SPEAKER : The question is :

“That Clause 10 to 13 stand part of the Bill.”

The motion was adopted.

Clauses 10 to 13 were added to the Bill.

Clause 14 (Currency of Licences to drive motor Vehicles).

SHRIMATI GEETA MUKHERJEE : I beg to move :

“Page 12, line 11,—

for “twenty years” substitute” “three years” (39)

MR. DEPUTY SPEAKER : I shall now put the amendment moved by Shrimati Geeta Mukherjee to the vote of the House.

Amendment No. 39 was put and negatived.

MR. DEPUTY SPEAKER : The question is :

“That Clause 14 stand part of the Bill.”

The motion was adopted.

Clause 14 was added to the Bill.

MR. DEPUTY SPEAKER : The question is :

"That Clauses 15 to 21 stand part of the Bill."

The motion was adopted.

Clauses 15 to 21 were added to the Bill.

Clause 22—(Suspension or Cancellation of driving licences on conviction)

PROF. SAIFUDDIN SOZ (Baramulla) : I beg to move :

Page 16, lines 45 and 46,

for "may cancel or suspend for such period as it may think fit." substitute, "shall cancel," (32)

Page 17,—

omit lines 1 to 5 (33)

It is a very important Clause of the Bill. I want a minute to speak.

Sir, on first conviction the expression here is that the court "may cancel or suspend". Why this "may" when he is convicted of rash driving, dangerous driving as is referred to in Section 184. if any class or description of motor vehicle causes death or grievous hurt to one or more persons, the court by which such persons be convicted may cancel or suspend for such period as it may think fit. The conviction is there and there is no punishment. In the Bill you are institutionalising a kind of lenient treatment to drivers who drive rashly and cause not only injury but kill persons and yet you say that the court "may cancel the licence." Therefore, I move this amendment. This is a definite contribution.

SHRI RAJESH PILOT : Mr. Deputy Speaker, Sir, cancellation of licence has also been authorised to the State Government but for some reasons, if the matter has gone to the Court, you really cannot dictate the court that you will cancel it. You have got to leave to the wisdom of the court The hon. Member is a legal man. He knows

when the case is under the jurisdiction of the court, you have got to leave the options as per the law and what decisions the court gives the you have to follow. We cannot say that court "shall cancel". Then why should we go to the Court ? But for some reasons if you have to go to the court, then you have got to leave it to the wisdom of the Court.

PROF. SAIFUDDIN SOZ : In Section 22, sub-Clause 2, you used the expression "shall". I want to use this expression also in sub-Section 1 of Section 22 because this will institutionalise a kind of lenient treatment to drivers who will drive. You kindly give me a minute or two to speak. It is very important. I demand that it should go to a Joint Committee.

MR. DEPUTY SPEAKER : I now put amendment numbers 32 and 33 to Clause 22 moved by Prof. Saifuddin Soz to the vote of the House.

"Amendment Nos. 32 and 33 were put negatived."

MR. DEPUTY SPEAKER : The question is :

"That Clause 22 stand part of the Bill."

The motion was adopted.

Clause 22 was added to the Bill.

MR. DEPUTY SPEAKER : The question is :

"That Clauses 23 to 29 stand part of the Bill."

The motion was adopted.

Clauses 23 to 29 were added to the Bill.

MR. DEPUTY SPEAKER : Now Clause 30. Mr. D.B. Patil is not present. There are no amendments to Clauses 31 to 35. So, I put Clauses 30 to 35 together to the vote of the House. The question is :

"That Clauses 30 to 35 stand part of the Bill."

The motion was adopted.

Clauses 30 to 35 were added to the Bill.

MR. DEPUTY SPEAKER : Now Clause 36. Mr. D.B. Patil is not present. There is no amendment to Clause 37. So, I put Clauses 36 and 37 together to the vote of the House. The question is :

"That Clauses 36 and 37 stand part of the Bill."

The motion was adopted.

Clauses 36 and 37 were added to the Bill.

Clause 38—(Power of State Governments to make rules)

Amendment made :

Page 24, line 18,—

after "registered" insert "medical" (7)

(Shri Rajesh Pilot)

MR. DEPUTY SPEAKER : The question is :

"That Clause 38, as amended, stand part of the Bill."

The motion was adopted.

Clause 38, as amended, was added to the Bill.

MR. DEPUTY SPEAKER : The question is :

"That Clauses 39 to 49 stand part of the Bill."

The motion was adopted.

Clauses 39 to 49 were added to the Bill.

Clause 50—(Transfer of ownership)

Amendment made :

Page 31, line 32,—

for "shall" read "is required to" (8)

(Shri Rajesh Pilot)

MR. DEPUTY SPEAKER : The question is :

"That Clause 50, as amended, stand part of the Bill."

The motion was adopted.

Clause 50, as amended, was added to the Bill.

MR. DEPUTY SPEAKER : The question is :

"That Clauses 51 to 55 stand part of the Bill."

The motion was adopted.

Clauses 51 to 55 were added to the Bill.

Clauses 56—Certificate of fitness of transport Vehicles.

MR. DEPUTY SPEAKER : Now Clause 56. Shrimati Geeta Mukherjee.

SHRIMATI GEETA MUKHERJEE (Panskura) : I beg to move :

Page 37,—

(i) lines 5 and 6,—

omit "or by an authorized testing station mentioned in sub-section (2)."

(ii) lines 9 and 10,—

omit "or the authorised testing station"

(iii) *omit* lines 12 to 18. (40)

This is an amendment deals with the power conferred by this Bill to the private testing stations to issue fitness certificates. Of course, this has to be done according to the specifications of the Central Government; and Mr. Pilot has said that the State Governments also can opt, out or in. Here, I have very serious objections on various counts. I am not at all convinced by his explanation. One reason that this power should never be given to private operators, because public safety is involved here. Nothing is bigger than that.

He spoke about employment. I say : let there be any number of garages to repair. Why do they want them to be given the right to issue fitness certificates, which will be manipulated by any means ? (*Interruptions*) Certainly they can be. This cannot be done by the police servants. If they do it, you

can at least catch them. They are your servants. (*Interruptions*)

As far as qualifications are concerned, they can always be managed. And here, in reality, the State Governments' rights have been seriously abridged, because it is not true that the State Governments have an absolute right. If the specifications given by the Central Government are adhered to, and if the State Government, under certain circumstances, says : 'No; this garage is not to be given the power to issue fitness certificates,' then they can immediately go to the court, and get the verdict of the court. So, that arrangement is being made here.

Lastly, the question is that we have State Government of various hues—the Left, the Centre, the Opposition etc.; all kinds of Government are there : in Orissa, Karnatka, Tamil Nadu, West Bengal and what not. They are all opposed to this. Therefore, this Clause should be immediately removed from the Bill. I believe the Minister will take a serious note of it. This is an experiment. So, let this experiment, for the time being, be given up thinking that so many State Governments have not agreed to it.

SHRI RAJESH PILOT : The hon. member is a senior member of the House. She has got a habit of putting words into mouth of the speaker certainly. I said, it is a step towards a progressive direction. I never said, it is an experiment. Government cannot do an experiment with laws and acts. I said, it is a progressive step towards a right direction. Even during her speech, first time, she mentioned about the object of the Act, which was not correct. I would repeat—the hon. member can check—"These were some of the more important modifications suggested" you read "Liberalisation of privatisation" which was the modification suggested. But the object is in the next page; you should have read the page no. 132, which is the real page. But in your speech you mentioned that the object of the Bill is to increase privatisation, which is not correct; may be my mistake the hon. member had added. She has been insisting on privatisation in this Bill. The hon. member from Tamilnadu has already said that in West Bengal out of 11,000 buses only 1500 are in the public sector.

SHRI P. KOLANDAIVELU : The state Transport Undertaking is having only 1099. The total number of buses is 9227. 8000 buses are being run only by private owners. (*Interruptions*)

SHRI RAJESH PILOT : In West Bengal. (*Interruptions*)

SHRIMATI GEETA MUKHERJEE : I just objected to that. (*Interruptions*)

SHRI RAJESH PILOT : You must speak the same language...(*Interruptions*)

SHRIMATI GEETA MUKHERJEE : What I said at that time was that you say that there would be a co-existence between private and public; and that particular clause relating to public has been taken out.

SHRI P. KOLANDAIVELU : But you are giving a lion's share to the private operators.

SHRIMATI GEETA MUKHERJEE : I have not said that no private operator can be given it. Why a fitness certificate ? That is my question.

SHRI RAJESH PILOT : This is my clarification. When I gave it, the hon. member was not here. So, for the clarification of the hon. member I would say that this is only to reduce the task of the State Government, because the number of vehicles is going very high; from 3 lakhs they have gone up to 100 lakhs. The task has been increased tremendously high. This is a very tested method in other developing countries which are coming up; the State Government will authorise it. The Central Government wants to issue a specification so that there will be a uniformity all over the country that there should be a testing machine of so and so nature of something only to establish uniformity in the system. Otherwise, the power rests with the State Government to give a certificate to a particular garage if they feel comfortable or if they feel that the competence of the garage is there. So, we have left it totally with the State Government to certify it; we are not forcing them to certify so and so. It is totally left with the State Government; if they feel that so and so garage is competent and has facilities, they can certify for the certification of the facilities.

MR. DEPUTY SPEAKER : Now I shall put amendment moved by Shrimati Geeta Mukherjee to the vote of the House.

Amendment No. 40 was put and negatived.

MR. DEPUTY SPEAKER : There are no other amendments to clause 56. There are no amendments to Clauses 56 to 65 also. So, I put clauses 56 to 65 together to the vote of the House. The question is :

“That Clauses 56 to 65 stand part of the Bill.”

The motion was adopted.

Clauses 56 to 65 were added to the Bill.

MR. DEPUTY SPEAKER : Are you moving your amendment to Clause 66 ?

SHRIMATI GEETA MUKHERJEE : No.

MR. DEPUTY SPEAKER : The question is :

“That Clause 66 stand part of the Bill.”

The motion was adopted.

Clause 66 was added to the Bill.

MR. DEPUTY SPEAKER : The question is :

“That Clause 67 stand part of the Bill.

The motion was adopted.

Clause 67 was added to the Bill.

Clause 68—(Transport Authorities)

Amendment made :

Page 46, line 44,—

for “56” read “96” (9)

(Shri Rajesh Pilot)

MR. DEPUTY SPEAKER : Shri D.B. Palit—not present.

17.00 hrs.

MR. DEPUTY SPEAKER : The question is :

“That Clause 68, as amended, stand part of the Bill.”

The motion was adopted.

Clause 68, as amendment was added to the Bill.

MR. DEPUTY SPEAKER : The question is :

“That Clauses 69 and 70 stand part of the Bill.”

The motion was adopted

Clauses 69 and 70 were added to the Bill.

Clauses 71—(Procedure of Regional Transport Authority in considering application for stage carriage permit)

Amendment made :

Page 48,—

for lines 20 to 23, substitute—

“(b) Where the number of stage carriages are fixed under clause (a), the Government of the State shall reserve in the State certain percentage of State carriage permits for the scheduled castes and the scheduled tribes in the same ratio as in the case of appointments made by direct recruitment to public services in the State.

(c) Where the number of stage carriages are fixed under clause (a) the Regional Transport Authority shall reserve such number of permits for the scheduled castes and the scheduled tribes as may be fixed by the State Government under sub-clause (b).

(d) After reserving such number of permits as is referred to in sub-clause (c), the Regional Transport Authority shall in considering an

application have regard to the following matters, namely." (119)

(Shri Rajesh Pilot)

MR. DEPUTY SPEAKER : The question is :

"That Clause 71, as amended, stand part of the Bill."

The motion was adopted.

Clause 71, as amended, was added, to the Bill.

MR. DEPUTY SPEAKER : The question is :

"That Clauses 72 to 87 stand part of the Bill."

The motion was adopted.

Clauses 72 to 87 were added to the Bill.

Clause 88—(Validation of Permits for the outside region in which granted).

Amendment made :

Page 63, line 3,—

after "under sub-section (9)" insert—

"in respect of tourist vehicles other than motor cabs" (118)

(Shri Rajesh Pilot)

MR. DEPUTY SPEAKER : The question is :

"That Clause 88, as amended, stand part of the Bill."

The motion was adopted.

MR. DEPUTY SPEAKER : The question is :

"That Clauses 89 to 92 stand part of the Bill."

The motion was adopted.

Clauses 88, as amended, was added to the Bill.

Clauses 89 to 92 were added to the Bill.

Clause 93—(Agent or Convasser to obtain licences)

SHRI ATAUR RAHMAN : (Barpeta) : I bed to move :

Page 66,—

after line 42, insert—

"(iii) as an agent, solicit, undertake, or promote any official process or business on promise of expeditious disposal or routine disposal of any matter under this Act." (114)

SHRI ATAUR RAHMAN : Sir, I am pretty sure that all the Members of this House would agree with me that there is corruption in the Motor Vehicles Office. It is a fact. I would ask any of the Members here to stand and say that there is no corruption in the Motor Vehicles Department. That is why, I have brought this amendment. I thought this would help the Government to abolish corruption and I very sincerely feel that this amendment will be considered.

SHRI RAJESH PILOT : Sir, the hon. Member wants agents in booking cargo and passengers...(Interruptions)

SHRI ATAUR RAHMAN : No. For a renewal of a licence, a man comes and say 'I will do it'. It is just like touting in the counter.

SHRI RAJESH PILOT : Sir, I think it will not be advisable to encourage the system and it might further deepen corruption.

SHRI ATAUR RAHMAN : I do not want you to encourage it. I want you to stop it. I want that touts to be stopped in Motor Vehicles Offices.

SHRI RAJESH PILOT : It will be stopped automatically the moment this Bill is passed. Half of the things have gone. Free licence is one, registration is one, payment of fee on road tax one. So, the system itself will become very simple.

SHRI ATAUR RAHMAN : Sir, I want to withdraw it.

MR. DEPUTY SPEAKER : It is the pleasure of the House that the amendment moved by Shri Ataur Rahman be withdrawn ?

SEVERAL HON. MEMBERS : Yes.

Amendment No. 114 was, by leave, withdrawn.

MR. DEPUTY SPEAKER : The question is :

"That Clause 93 stand part of the Bill".

The motion was adopted.

Clause 93 was added to the Bill.

MR. DEPUTY SPEAKER : The question is :

"That Clause 94 to 113 stand part of the Bill."

The motion was adopted.

Clauses 94 to 113 were added to the Bill.

Clause 114—(Power to have Vehicle weighed)

SHRI V. SOBHANADREESWARA RAO (Vijayawada) : I beg to move :

Page 78,—

for line 1, substitute—

"114(1) An Officer of the Motor Vehicles Department or any person specially authorised in this behalf by the State Government."(87)

MR. DEPUTY SPEAKER : Now, I will put amendment No. 87 to Clause 114 to the vote of the House.

Amendment No 87 was put and negatived.

MR. DEPUTY SPEAKER : The question is :

"That Clause 114 stand part of the Bill."

The motion was adopted.

Clause 114 was added to the Bill.

MR. DEPUTY SPEAKER : The question is :

"That Clauses 115 and 116 stand part of Bill."

The motion was adopted.

Clauses 115 and 116 were added to the Bill.

Clauses 117—(Parking places and halting stations)

SHRI ATAUR RAHMAN (Barpeta) : I beg to move :

Page 79,—

after line 36, insert—

"Provided that where roads or highways are marked with traffic signs into lane or lanes, no parking shall be allowed except, where or according to, approved or authorised single or closely parallel pair of longitudinal, broken or continuous yellow painted lines are provided to indicate temporary parking or no parking, as may be prescribed."(104)

SHRI ATAUR RAHMAN (Barpeta) : This is something which we do not do in our country. The system of lanes is not there in our country. Since there is no major amendment which would be coming in the next fifty six years, I thought that a provision should be made so that we could introduce the system of lanes as in other countries. If we go in for lanes there will be improvement in traffic condition and flow of traffic will be smooth. Now anywhere the drivers can park the vehicles. When there will be lane system, the parking will be organised and the drivers will be more careful about parking. I feel that it will be very useful and I hope the Minister will consider it.

SHRI RAJESH PILOT : What the hon. Member proposes is that we should have a separate parking lane on national highways. It is a very novel idea. But the problem is that today we do not have more than two lane national highways. So the parking

lane is a far cry. At the moment, we are bringing out a scheme of wayside amenities after every 50 kms. with parking places. In the bigger towns we already have transport nagars.

SHRI ATAUR RAHMAN : I am talking of parking in big cities.

SHRI RAJESH PILOT : On the national highways specially on bypasses, if the State Government can stop habitation, it is possible to do so. Now you take the case of Gauhati. Another big town has come up on the bypass. I agree that this is a novel idea. But let the national highway come to that stage.

SHRI ATAUR RAHMAN : You should start taking action right now. But what I am talking of is parking of vehicles in the shopping areas like Chandni Chowk.

SHRI RAJESH PILOT : I fully agree with you. But this is under the jurisdiction of the State Government. I will pass on this novel suggestion to the State Government for necessary action.

SHRI ATAUR RAHMAN : I seek leave of the House to withdraw my Amendment.

MR. DEPUTY SPEAKER : Has the hon. Member leave of the House to withdraw his Amendment ?

Amendment No. 104 was, by leave,
was withdrawn.

MR. DEPUTY SPEAKER : Since there are no amendments to clauses 118 to 129, I will put these clauses together.

The question is :

"That clauses 117 to 129 stand part of the Bill"

The motion was adopted.

Clauses 117 to 129 were added to the Bill.

Clause 130—(Duty to produce licence and certificate of registration)

SHRI V. SOBHANADREESWARA RAO : I beg to move :

Page 82,—

for lines 3 to 5 substitute —

"130. (1) The driver of a motor vehicle in any public place shall, on demand by any police officer, not below the rank of a sub-Inspector, in uniform, produce his licence for examination in the event of the driver of the vehicle being or reported to be involved in any traffic or criminal offence."(88)

I hope, the hon. Minister will agree that it is a common phenomenon on all important national highways and state highways. Many a time, these police constables go on stopping the tracks.

They will be demanding their licence and other papers and they will be collecting lot of money from them. In this process, very precious time is being wasted, apart from the monetary aspect. A lot of harassment also is being done just because the police constable is there in the uniform. That is why I proposed the amendment that only an officer not below the rank of a sub-Inspector should have the authority to stop the vehicle and demand the licence and other papers. I hope the Minister will certainly agree to this amendment.

SHRI RAJESH PILOT : Mr. Deputy Speaker, Sir, if you read the clause, it says : "The driver of a motor vehicle in any public place shall, on demand by any police officer in uniform, produce his licence for examination". He wants to put a special clause that the officer should be minimum of the rank of a sub-Inspector. It is entirely for the State Governments to do that. This is only a guideline. State Governments can always put whichever officer they like. Suppose we put a restriction from here and the State Governments say, "Sorry, we do not have so many sub-Inspectors to deploy", then again we will have to come with an amendment. So, we are leaving it to the State Governments. They can put even an S.P. to check the papers. There is no restriction on higher level. We have just said : "A police officer in uniform".

SHRI V. SOBHANADREESWARA RAO : Sir, the hon. Minister has agreed in

[Shri V. Sobhanadreeswara Rao]

principle to my suggestion. What I am submitting is let there be uniformity. After all, times have changed. After fifty years we are bringing this Motor Vehicles Bill. Why not we deviate from the old clause and incorporate this amendment so that an officer not below the rank of sub-Inspector only will have the power?

MR. DEPUTY SPEAKER : I put amendment No. 88 to Clause 130 moved by Shri V. Sobhanadreeswara Rao to the vote of the House.

Amendment No. 88 was put and negatived.

MR. DEPUTY SPEAKER : The question is :

“That Clause 130 stand part of the Bill.”

The motion was adopted.

Clause 130 was added to the Bill.

Clause 131—(Duty of the driver to take certain precautions at unguarded railway level crossings)

MR. DEPUTY SPEAKER : Shri Ataur Rahman. Are you moving your amendment?

SHRI ATAUR RAHMAN : I beg to move :

Page 82,—

after line 45, insert—

“Provided that during such temporary halts half of the road space shall be kept free for opposite vehicular traffic to pass in order to obviate violation of parking rules under which no road or highway is to be blocked.”(105)

Sir, what happens is when a level crossing is locked, we normally find vehicles coming up from either direction, and there is blocking the road. As soon as the level

crossing gate is opened, there is a rush. That is why I say this rush should not be there. So, one side of the road should be kept open so that the vehicles coming from the opposite direction can pass. This is a very well-meaning suggestion that I have put after having the experience of traffic in my cop days. So, I thought he will take it gracefully.

MR. DEPUTY SPEAKER : I think the Minister's reply also you have to take gracefully now.

SHRI RAJESH PILOT : Sir, the problem is that the hon. Member has spent two years abroad in the past before the session and he has visited the whole of East and West Europe. So, the noble idea is very good, but at this juncture, with the road condition and the resources available, we really cannot compete with those countries at the moment. We have a total two-lane system. It is O.K. if there are six lanes. Then we can keep one lane on this side. But if it is a two-lane highway and if you block one for going and one for coming, then I think this will collapse the system.

SHRI ATAUR RAHMAN : Sir, it requires somebody with traffic sense.

MR. DEPUTY SPEAKER : I now put amendment No. 105 to clause 131, moved by Shri Ataur Rahman, to the vote of the House.

Amendment No. 105 was put and negatived.

MR. DEPUTY SPEAKER : The question is :

“That Clause 131 stand part of the Bill.”

The motion was adopted.

Clause 131 was added to the Bill.

Clause 132—(Duty of driver to stop in certain cases)

MR. DEPUTY SPEAKER : Shri C. Madhav Reddi—Absent.

Shri V. Sobhanadreeswara Rao.

SHRI V. SOBHANADREESWARA RAO : Sir, I beg to move :

Page 83,—

for line 3, substitute—

“(a) when required to do so by any police officer not below the rank of a Sub-Inspector, in uniform in the event of the vehicle, being involved in an accident or any criminal offence, or”.(98)

MR. DEPUTY SPEAKER : I now put the amendment moved by Shri V. Sobhanadreeswara Rao to the vote of the House.

Amendment No. 98 was put and **negatived**.

MR. DEPUTY-SPEAKER : There is no amendment to the Clauses 133 and 134. I will put together Clauses 133 and 134. The question is :

“That Clauses 132 to 134 stand part of the Bill.”

The motion was adopted.

Clauses 132 to 134 were added to the Bill.

Clause 135—(Schemes to be framed for the investigation of accident cases and wayside amenities etc.)

SHRI ATAUR RAHMAN : I beg to move :

Page 84, line 1,—

for “trunk” substitute “motor vehicle”.(115)

Sir, I have suggested to substitute the words “motor vehicle” for the word ‘truck’. Sir, truck is a very narrow term and it has not been defined in the definitions. So, why not put it as ‘motor vehicle’? Then, you can separate buses and cars in different parking areas and trucks will go into that. So, Sir, you can accept it.

SHRI RAJESH PILOT : As I have mentioned that with this new scheme—if you

read the first paragraph in this, that is, way-side amenities on the highways—this truck parking is broadly on the national highways because we have more traffic of the trucks there and the way-side amenities, when they come up, when you have stoppage and parking facilities for every 50 Kms then I don't think in any way it is necessary to have a special provision for this purpose. In India today more number of trucks is on the national highways traffic. I may point out that we are by-passing all the national highways in the cities. This will work for a smooth traffic. For instance, you cannot have a national highway parking in Delhi. It has got to have by-pass. The national highway policy is that in all the big cities they have to by-pass.

SHRI ATAUR RAHMAN : I am talking of the rest of India. You don't talk about Delhi only. There is no harm in accepting my amendment.

SHRI RAJESH PILOT : It will not work. How will it help? Truck traffic is mainly on the national highways.

SHRI ATAUR RAHMAN : I am talking of two rows. Mine is only a truck. Mine is not a vehicle. That is the trouble.

SHRI RAJESH PILOT : I have said for the cars. It is nothing to do. The way-side amenities are coming up. This is specially for the truck because as on today, the truck traffic on the road has gone very high from 11% to 59%. So, we are giving priority for the truck because cargo moves by road.

MR. DEPUTY SPEAKER : I now put the amendment moved by Shri Ataur Rahman to the vote of the House.

Amendment No. 115 was put and **negatived**.

MR. DEPUTY SPEAKER : There is no amendment to Clauses 136 to 146. Therefore, I will put them together for adoption. The question is :

“That Clauses 135 to 146 stand part of the Bill.”

The motion was adopted.

[My Deputy Speaker]

Clauses 135 to 146 were added to the Bill.

Clause 147—(Requirements of policies and limits of liability)

MR. DEPUTY SPEAKER : Shri Madhav Reddy. He is absent. Then amendment No. 89, Shri V. Sobhandreeswara Rao.

SHRI V. SOBHANADREESWARA RAO (Vijayawada) : I beg to move :

Page, 89,—

after line 32, insert—

“(iii) against the death or bodily injury to the driver who is also the owner of the vehicle”. (89)

Mr. Deputy Speaker, Sir, this is a new provision which I want to be inserted after line 32. I think the hon. Minister will appreciate that at present among the truck drivers, there are a good number of drivers who are owners of the vehicle also and that is the source of their livelihood, apart from providing employment. Due to certain anomaly in the present law, such of these drivers who are also owners of the truck when the truck is involved in some accident and in the event of death or injury, this driver-cum-owner is not getting any help through the law and his family will be suffering a lot. Under Sub-section B (1) and Sub-section B(2) of Section 47 also he is not covered. That is why I wanted the hon. Minister to agree to the insertion of this sub-section after line 32, in the interest of a very large number of such of those truck drivers-cum-owners.

SHRI RAJESH PILOT : Mr. Deputy Speaker, Sir, the provision of Motor Vehicles Act covers only paid employees, drivers, and third party insurance risk. Owners will have to really go for the personal accident insurance if owner is a driver because in the present law we have the third party or a paid employee. If the owner himself is a driver, he can take a comprehensive insurance scheme for himself.

MR. DEPUTY SPEAKER : I shall now

put the amendment moved by Shri Sobhandreeswara Rao to the vote of the House.

Amendment No. 89 was put and negatived.

MR. DEPUTY SPEAKER : I shall now put clause 147 to the vote of the House.

The question is :

“That clause 147 stand part of the Bill.”

The motion was adopted.

Clause 147 was added to the Bill.

MR. DEPUTY SPEAKER : The question is :

“That clauses 148 to 177 stand part of the Bill.”

The motion was adopted.

Clauses 148 to 177 were added to the Bill.

Clause 178—(Penalty for travelling that pass or ticket and for dereliction of duty on the part of conductor and refusal to ply contract carriage etc.)

SHRI V. SOBHANADREESWARA RAO : I move :

Page 105,—

after line 8, insert—

“(4) Whoever travels in a goods carriage as a passenger, paying or gratuitous, shall be punishable with fine which may extend upto rupees one hundred and the driver of such goods carriage shall be punishable with imprisonment not more than one week and/or fine upto rupees two hundred.” (90)

Mr. Deputy Speaker, Sir, in this I wanted to insert a new sub-clause (c) after 3(b) on page 105 for clause 178.

Sir, you are aware that many a time the drivers of the trucks take some people into the truck, they take some money and they again unload them at some other place. Meanwhile, if some accident takes place,

the owner of this truck, who is in a very far off place in his native place, who is in no way connected with this sin or crime, is held responsible and he is made to pay the compensation for this passenger in the event of death or some injury. So, to discourage this type of illegal travel on trucks I proposed this amendment. Of course this is not a very big penalty, but this is just to curb this type of tendencies I proposed this amendment, I hope the hon. Minister will agree for the insertion of this new sub-clause.

SHRI RAJESH PILOT : Mr. Deputy Speaker, Sir, what the hon. Member says is that the driver who is also involved in this offence should be penalised. Our intention is this Who employs the driver? He is the owner of the vehicle, he should see whether the driver is working properly or not. If you involve the driver, the owner will become careless, as the responsibility shifts from the owner to the driver. But the driver is not responsible. Suppose he takes the passenger, makes an accident and runs away, we can only catch the owner of the truck. So, at the moment, the owner of the truck is involved and he is penalised. That will stand better than penalising the driver.

MR. DEPUTY SPEAKER : Now I will put amendment moved by Shri V. Sobhana-dreeswara Rao to the vote of the House.

Amendment No. 90 was put and negatived.

MR. DEPUTY SPEAKER : There is no amendment to clauses 179 to 184.

The question is :

"That clauses 178 to 184 stand part of the Bill."

The motion was adopted.

Clauses 178 to 184 were added to the Bill.

Clause 185—(Driving by a drunken person or by a person under the drugs)

PROF. SAIFUDDIN SOZ : I beg to move :

Page 107, line 4,—

for "three thousand" substitute "five thousand" (34)

Sir, you saw earlier how a negligent driver received a lenient treatment in this measure which will become an Act. Now, under clause 185, a drunken person or a person under the influence of drugs who is driving receives very lenient punishment. In sub-clause (b) of clause 185 it is mentioned what such person shall be punishable for the first offence with imprisonment for a term which may extend to six months, or with fine which may extend to two thousand rupees, or with both; on his second conviction, he will receive imprisonment for a term which may extend to two years, or with fine which may extend to three thousand rupees, or with both. Here, for the second offence, the fine is only Rs. 3,000.

I have proposed my amendment which entitles me to speak. Otherwise, this suggestion of Rs. 5,000 instead of Rs. 3,000 is not going to be accepted by the hon. Minister. But he may kindly enlighten me that for motor vehicle driven by a drunken person who will definitely cause hurt to a person or kill a person, the imprisonment, on his first conviction, may extend to six months. It means, he may be imprisoned even for 15 days only. That is a lacuna in the law. On his second conviction, the imprisonment may extend two years or fine which may extend to Rs. 3,000. I suggest that it should be a deterrent punishment. Otherwise, what happens is, in this law, we ourselves institutionalise a kind of lenient treatment for which there is no jurisdiction.

SHRI RAJESH PILOT : Mr. Deputy Speaker, Sir, the hon. Member is right and that is what the intention of the Government is. If you read, for the first offence, it is six months and Rs. 2,000. For the second it does not matter Rs. 3,000. But we have gone from providing six months to 2 years imprisonment which is a better indicator of strictness than from Rs. 3,000 to Rs. 5,000. Two years' rigorous imprisonment is more important than Rs. 3,000 to Rs. 5,000 increase.

PROF. SAIFUDDIN SOZ : In that case, the word "or" should not be there. You insert "and".

MR. DEPUTY SPEAKER : Now I will put amendment moved by Prof. Soz to the vote of the House.

Amendment No. 34 was put and negatived.

MR. DEPUTY SPEAKER : The question is :

“That clause 185 stand part of the Bill.”

The motion was adopted.

Clause 185 was added to the Bill.

Clause 186—(Driving when mentally and Physically unfit to Drive)

PROF. SAIFUDDIN SOZ : I seek your support again.

MR. DEPUTY SPEAKER : You seek the support of the House.

PROF. SAIFUDDIN SOZ : I beg to move :

Page 107 line 10,—

omit “in any public place” (35)

“In an public place” is jarring to the ear. We are nearly an advance country but there are so many fields where we are still to develop. Public places are not well defined in India. Why do you bring a ‘public place’, in relation to a person drives a motor vehicle? I want that these words “in any public place” to be removed.

SHRI RAJESH PILOT : The hon. Member is right that public places are well-defined and private places are not that much well-defined.

MR. DEPUTY SPEAKER : I shall now put the amendment moved by Prof. Saifuddin Soz to the vote of the House.

Amendment No. 35 was put and negatived.

MR. DEPUTY SPEAKER : The question is :

“That clause 186 stand part of the Bill.”

The motion was adopted.

Clause 186 was added to the Bill.

MR. DEPUTY SPEAKER : I will now put Clauses 187 to 199 to vote.

The question is :

“That Clauses 187 to 199 stand part of the Bill.”

The motion was adopted.

Clauses 187 to 199 were added to the Bill.

Clause 200 (Composition of certain offences)

SHRI ATAUR RAHMAN : I beg to move :

Page 111, line 10,—

after “such officers” insert—

“including Superintendent of Police or of equivalent rank from, Traffic Branch.” (116)

Nobody is dropped from Heaven. A policeman cannot be somebody other than the society. He is a projection of the society and that is why I wanted to stress that police officers should be trusted for results. Here in this amendment, it is a composition fee. The Government uses the police officers in more important duties. Why cannot it be trusted to impose composition fees? It is not even a fine. It is a fee. That is why, I included this including Superintendent of Police Traffic Branch. I thought this will be a good gesture to the Police and to the Government also. Here in India, as in other countries, we should be able to do it also to make traffic control more effective.

SHRI RAJESH PILOT : The Clause is very flexible. As the State Government may by notification finally accept it, it is entirely for the State Government to decide which rank to be included. Central Government has no strict director to appoint so and so officer. We are leaving it to the State Government.

MR. DEPUTY SPEAKER : I shall now put the amendment moved by Shri Ataur Rahman to the vote of the House.

Amendment No. 116 was put and negatived.

MR. DEPUTY SPEAKER : There is no amendment to Clause 201. Therefore, I put the Clauses 200 and 201 together for adoption. I will now put Clauses 200 and 201 to vote.

The question is :

“That Clauses 200 and 201 stand part of the Bill.”

The motion was adopted.

Clauses 200 and 201 were added to the Bill.

Clause 202 (Power to arrest without warrant)

SHRI V. SOBHANADREESWARA RAO : I beg to move :

Page 111, line 25,—

after “Police officer” Substitute
“not below the rank of a Sub-Inspector.”
(99)

I move the amendment and I would like to say that it is common knowledge that the Police Constables will be harassing the truck drivers and pretty knowing that, I do not know why the Government is not yielding for these small amendments to add “not below the rank of Sub-Inspector” so that this harassment will be minimised. I do not say that it will be stopped altogether but it will be minimised and for each and everything if the hon. Minister says that “we will give that power to the State Government, I think many of the provisions should have been done by the State Government. Why this Bill has been drafted by the Central Government? You kindly see that the previous tendencies are curbed. Those things should be changed for the betterment, for giving adequate protection to the truck drivers. I do not think the hon. Minister will disagree with this and I hope that he will yield to this amendment.

SHRI RAJESH PILOT : Mr. Deputy Speaker, Sir, I have mentioned earlier also and very lengthy discussions have taken place. We have discussed the various

aspects. Considering those discussions at length, what apprehension the hon. Member is having has already been discussed. Some of the States have come out that it will not be possible to put minimum possible rank structure in the Police. So, at this juncture, accepting any such conditions will not serve the purpose for which this Bill has been brought. Let me tell you one thing. It is not the rank which matters. It is the culture of that particular State, the Administration and the Police that matter. It is not that only the Inspector can be honest and the Havildar cannot be honest. It doesn't matter. It is the strictness of the Administration which is implementing and enforcing the laws that matters. It is a matter of how the State Government enforces this law, with what intentions. That will matter more. Rank Structure will not matter more.

SHRI V. SOBHANADREESWARA RAO : Definitely, it will have difference.

SHRI RAJESH PILOT : We cannot discuss these points at any length. Let me assure this House that the intention is to start with the Clause which is available here that the Police Officer in uniform of the State Government is competent. We leave it to the State Government and see the action and how does it move.

PROF. N.G. RANGA (Guntur) : Sir, I would like to suggest that the Central Government had better give advice to the State Governments that as far as it is possible, it should not be below the rank of Sub-Inspector. They can give this advice.

MR. DEPUTY SPEAKER : I shall now put the amendment moved by Shri V. Sobhanadreeswara Rao to the vote of the House.

Amendment No. 99 was put and negatived.

MR. DEPUTY SPEAKER : There is no amendment to Clauses 203 to 205. So, I shall now put Clauses 202 to 205 to the vote of the House. The question is :

“That Clauses 202 to 205 stand part of the Bill”.

The motion was adopted.

Clauses 202 to 205 were added to the Bill.

Clause 206—(Power of Police Officer to impound document)

SHRI V. SOBHANADREESWARA RAO : I beg to move :

Page 114, lines 4 and 5,—

for “Any police officer or other person authorised in this behalf by the State Government.”

substitute—

“Any officer appointed under subsections (1), (2) and (3) of Section 213 of this Act or other person specially authorised in this behalf by the Motor Vehicles Department.” (100)

Sir, I wanted this amendment because as far as this Clause 206 is concerned, instead of the Police Department, it is the Officer of the Motor Vehicles Department who is more fit and competent to ask for those documents or deal with those papers. So, I would request the hon. Minister to consider and agree to my amendment.

SHRI RAJESH PILOT : Sir, it is not possible.

MR. DEPUTY SPEAKER : I shall now put the amendment moved by Shri V. Sobhanadreeswara Rao to the vote of the House.

Amendment No. 100 was put and negatived.

MR. DEPUTY SPEAKER : The question is :

“That Clause 206 stand part of the Bill”.

The motion was adopted.

Clause 206 was added to the Bill.

Clause 207—(Power to detain Vehicles used without certificate of registered permit etc.)

SHRI V. SOBHANADREESWARA RAO : I beg to move :

Page 114, lines 35 and 36,—

for “Any police officer or other person authorised in this behalf by the State Government”.

substitute—

“Any officer appointed under subsections (1), (2) and (3) of Section 213 of this Act or other person specially authorised in this behalf by the Motor Vehicles Department”. (101)

I feel the Motor Vehicles Department is more appropriate to impound the documents or stop the vehicle. I hope the hon. Minister will agree to my amendment.

SHRI RAJESH PILOT : Sir, it has been clearly mentioned as “Any police officer or other person authorised in this behalf by the State Government.” So, the State Government can authorise.

MR. DEPUTY SPEAKER : I shall now put the amendment moved by Shri V. Sobhanadreeswara Rao to the vote of the House.

Amendment No. 101 was put and negatived.

MR. DEPUTY SPEAKER : The question is :

“That Clause 207 stand part of the Bill.”

The motion was adopted.

Clause 207 was added to the Bill.

Clause 208—(Summary disposal of cases)

SHRI ATAUR RAHMAN : I beg to move :

Page 115, line 18,—

after “money order” *insert—*

“or such other means of delivery” (117)

Sir, I want to it from the hon. Minister whether I have said anything wrong. Fines are to be remitted to the Court by money order. Do you think money order will ever reach the Court from the villages? That is why I have stated that in addition to money order “or such other means of delivery.” You can go to the Court and pay it.

SHRI RAJESH PILOT : That is allowed.

SHRI ATAUR RAHMAN : It will be helpful. He will be depositing the money against the offence, against the vehicle. He can certainly put in an application and deposit the amount and get a receipt from the clerk. This can be accepted.

SHRI RAJESH PILOT : Why we have kept "money order" is because in the remote villages, this is the only available means. The hon. Member has moved an amendment to include "other means". There are only two means available : one is by money order and the other 'personally'. For depositing personally, there is no restriction. Telex is not available in villages; so, that cannot be used.

PROF. N.G. RANGA : Money Order is safer.

MR. DEPUTY SPEAKER : I shall now put the Amendment moved by Shri Ataur Rahman to the vote of the House.

Amendment No. 117 was put
and negatived.

MR. DEPUTY SPEAKER : There are no amendments given notice of to Clauses 209 to 217. So, I shall put Clauses 208 to 217 together to the vote of the House.

The question is :

"That Clauses 208 to 217 stand part of the Bill."

The motion was adopted.

Clauses 208 to 217 were added
to the Bill.

MR. DEPUTY SPEAKER : The question is :

"That the schedule, clause I, the Enacting Formula and the long title stand part of the Bill."

The motion was adopted.

The Schedule Clause 1, the
Enacting Formula and the Title
were added to the Bill.

SHRI RAJESH PILOT : I may assure

the hon. Members about the suggestions they have given as our Deputy Leader has done, we may advise the State Government for "not below the rank of sub Inspector"; whatever views the hon. Members has given, I will certainly communicate to the concerned State Government and try to incorporate his suggestion through the State Government which I could not really do...

SHRI V. SOBHANADREESWARA
RAO : Thank you.

SHRI RAJESH PILOT : Now, I beg to move :

"That the Bill, as amended, be passed."

MR. DEPUTY SPEAKER : Motion moved :

"That the Bill, as amended, be passed."

Shrimati Geeta Mukherjee.

SHRIMATI GEETA MUKHERJEE
(Panskura) : Thank you, Mr. Deputy Speaker, for giving me a chance to speak in the Third Reading.

This Bill, which is like the *Mahabharata*, is nearly on the point of being passed...

[Translation]

SHRI BALKAVI BAIRAGI
(Mandsaur) : Mr. Deputy Speaker preachings of Geeta in Mahabharata are being taught have now.

[English]

SHRIMATI GEETA MUKHERJEE : But it seems to me that a part of the *Bhagawat Gita* is missing. That is the point that I want to raise. Despite all these clauses, one aspect of public safety has not been dealt with in this Bill, that is, how the public route buses will display their route signs. I think, that should have been there. In this context I would like to make this request to the Minister. Since he has rejected all our amendments, let him accept at least one of suggestions for active work. If he sees the my DTC bus signs, he will find that it is very difficult to read them when they pass in a hurricane speed and

[Shrimati Geeta Mukherjee]

with hardly legible numbers on them and also with hardly proper lighting. In the interest of public safety, though that clause has not been put in the Bill, this particular thing must be done by the Minister actively. Privately he has told me that he will be doing it, but he has done nothing...

MR. DEPUTY SPEAKER : Do not bring in private conversation here.

SHRIMATI GEETA MUKHERJEE : Therefore, I hope he will do something about it.

SHRI RAJESH PILOT : Mr. Deputy Speaker, Sir, as far as displaying the routes, the sign-boards, destination and departure point, is concerned, it is very good, especially in the DTC. What the hon. Member suggested the other day was that what we have in the front and in the rear, we may have on the sides also. That was the suggestion that we given. Some of the States are already doing it. In Bombay it is there...

SHRIMATI GEETA MUKHERJEE : I mostly travel by bus and I know how difficult it is.

SHRI RAJESH PILOT : The point is that it is already existing. You find it in Bombay. In Madras also it is there...

SHRIMATI GEETA MUKHERJEE : One day you yourself stand in the Delhi Bus stand and see some buses; and then you do what you should do.

SHRI RAJESH PILOT : It is already available there. Hon. Member's suggestion is already being implement. (*Interruptions*)

PROF. N.G. RANGA (Guntur) : The Third Reading is a ceremonial occasion which we should never side-track. I wish to congratulate the Minister. More than the Minister, I wish to congratulate the Members of the opposition who took trouble to go through the long long Bill and then gave notice of their amendments and afterwards, moved them also and then placed them before the House. Otherwise, it would be impossible to control this central administration. They will go on formulating their own proposals and Ministers and the poor helpless people they have got to move them here. (*Interruptions*)

SHRI RAJESH PILOT : It is certainly, not correct. Hon. Member will pardon me in saying that it is not that we have to do it we do it. We are elected by the people and we know the feeling of the people. Therefore, we also work equally with the people (*Interruptions*)

PROF. N.G. RANGA : This is the advantage of parliamentary system that the administration as well as the Ministers will always be on their guard. They will come here will-prepared as our young Minister who has piloted this Bill as well as a senior Minister. I congratulate the Minister. He maintained a good humour throughout the discussion. It was a prolonged discussion and a very very long Bill. Therefore, I wish to congratulate our own parliamentary system and the Chair also for being patient with us in getting this Bill through in such a good humour.

MR. DEPUTY SPEAKER : The question is :

"That the Bill, as amended, be passed."

The motion was adopted.

SHRI RAJESH PILOT : Let me thank the Hon. Members for their cooperation. We have moved in a very right direction.

17.53 hrs.

SUPPLEMENTARY DEMANDS FOR GRANTS (GENERAL), 1988-89

[*English*]

MR. DEPUTY SPEAKER : Motion moved :

"That the respective supplementary sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the order paper be granted to the President out of the Consolidated Fund of India to defray the charges that will come in Course of payment during the year ending 31st day of March, 1989 in respect of the following Demands entered in the second column thereof :

Demands Nos. 1, 2, 4, 11, 20, 21, 26, 43, 46, 47, 50, 52, 60, 68, 77, 80, 81, and 89.

*Supplementary Demands for Grants (General) for 1988-89 submitted
to the Vote of the Lok Sabha*

No. and Name of Demand		Amount of Demand for Grants to be submitted to the Vote of the House	
1	2	3	
		Revenue Rs.	Capital Rs.
MINISTRY OF AGRICULTURE			
1.	Agriculture	1,00,000	—
2.	Other Services of Department of Agriculture and Cooperation	1,00,000	—
4.	Department of rural Development	1,00,000	—
MINISTRY OF COMMUNICATIONS			
11.	Telecommunication Services	1,00,000	1,00,000
MINISTRY OF ENERGY			
20.	Department of Power	—	231,50,00,000
21.	Department of Non-Conventional Energy Sources		60,00,000
MINISTRY OF FINANCE			
26.	Payments to Financial Institutions	—	627,64,00,000
MINISTRY OF HOME AFFAIRS (VOL. I)			
43.	Police	—	78,67,00,000
MINISTRY OF HOME RESOURCE DEVELOPMENT			
46.	Department of Education	1,00,000	—
47.	Department of Youth Affairs and Sports	—	5,38,00,000
MINISTRY OF INDUSTRY			
50.	Department of Industrial Development	100,00,00,000	—
52.	Department of Chemicals and Petrochemicals	1,00,00,000	—
MINISTRY OF PETROLEUM AND NATURAL GAS			
60.	Ministry of Petroleum and Natural Gas	—	36,00,00,000
MINISTRY OF STEEL AND MINES			
68.	Department of Mines	—	80,00,000

1	2	3
MINISTRY OF WATER RESOURCES		
77. Ministry of Water Resources	10,60,00,000	—
DEPARTMENT OF ATOMIC ENERGY		
80. Nuclear Power Schemes	—	2,00,000
DEPARTMENT OF ELECTRONICS		
81. Department of Electronics	1,00,000	2,00,000
MINISTRY OF HOME AFFAIRS (VOL.II)		
89. Delhi	30,03,00,000	—
Total	141,69,00,000	980,64,00,000

MR. DEPUTY SPEAKER : Shri Amal Datta to speak.

SHRI AMAL DATTA (Diamond Harbour) : You are most unkind because it is only seven minutes left. My only concern is that I have not studied it. *(Interruptions)*

PROF. MADHU DANDAVATE (Rajapur) : Shall I raise a point of order for seven minutes ? *(Interruptions)*

SHRI AMAL DATTA : I was perhaps wrongly relying upon Shri Rajesh Pilot to carry on the whole day.

But his motor vehicle stopped because of fuel or something. So, I have to carry it on.

My first objection against the Supplementary Budgets which are being passed year in and year out by this Parliament is that since my experience in the Public Accounts Committee, we have found in the last three years ..*(Interruptions)*

PROF. MADHU DANDAVATE : He should be allowed to continue his experience.

SHRI AMAL DATTA : We have found, when I was the Chairman, as you probably remember though it is a long pause now, that so much money is asked

for through Supplementary Budgets when the original grants are not even utilised by the department concerned. We have enquired into this and we found that what actually happens is that under a particular sub-heading sometimes a shortfall appears to be forthcoming, then that particular department or particular section will ask for separate grants and this grant will come in this Supplementary Budget. Whereas other section of the same Ministry have got surplus funds. When ultimately the matter comes with this excess grants before the Public Accounts Committee for its approval before being placed before Parliament for being ratified then we have funds invariably and every year that supplementary grants taken by most of the departments were not actually necessary. Because the original grants suffice the expenditure of the Department throughout the entire year—I say most of the Departments, not all. We have also found that while the Demands have been raised in the original budget there is no monitoring as to what expenditures have been incurred under different heads on the basis of which the total Demands of the Department and the Ministry have been added up. This has resulted last year in the saving of Rs. 1700 crores in the case of departments dealing with Social Welfare. This is a staggering amount when you see that the total expenditure of Social Welfare

is not all that much. It is nothing compared to the Defence and other expenditures.

I am suggesting to the Minister Mr. Panja... Usually Mr. Gadhvi was seen during the budget discussions. Now Mr. Panja is there. Has he taken over from Mr. Gadhvi? He is the Revenue Minister.

THE MINISTER OF STATE IN THE DEPARTMENT OF REVENUE IN THE MINISTRY OF FINANCE (SHRI A.K. PANJA) : I am dealing with this.

SHRI AMAL DATTA : What I will request the Minister from his side is to keep a strict monitoring of all Ministry's expenditure under sub-heading of different departments, whatever expenditure is allocated to see where there is a surplus and where there is a deficit, they can make reappropriation themselves. They don't have to come before the House. Because what the House is granting is the expenditure for the different Departments or Ministries. Within the particular grant they can make the reappropriation themselves. At least they don't have to come for any supplementary grants. This is being done without any heed to know what is the amount which is lying unutilised in different sections of the same Department.

As I said, in the case of Social Welfare expenditure last year—actually the Report was submitted to Parliament last year and it was actually of 1985-86 budget—there was a Rs. 1700 crore shortfall in expenditure. When we analysed that, we found that there was no monitoring done in the middle. Even that Rs. 1700 crore less expenditure was reached because a lot of expenditure was incurred during the last quarter of the year. This is the general picture of all the Departments' expenditure. That is because the expenditures towards the end of the financial year of all Departments are made in a hurry to spend the money, to make up for whatever has not been spent throughout the 9 months of the year. They spend it in a hurry in the last three months, which is very bad.

We have made comments from the PAC in all the three years that I have been a member of that Committee. Unfortunately

we see that the same thing repeating. In one year we gave them some praise for not following that particular kind of practice; but the next year again it recurred. That means that happened by accident and not by any design or calculation. They have not instituted any proper monitoring system to see that the expenditure is incurred in a continuous and steady fashion throughout the year. That should be there. Otherwise the money does not go for the public benefit; it only goes to the contractor and other people who make the bills at the end of the year, take the money and some of it is kicked back into the Departments.

The other point that I would like to emphasize is, when the departmental budgets are made up, no account is taken of the expenditure which has been promised in the years before and whatever expenditure that has to be incurred on the on-going projects, for the completion of the on-going projects which are hanging over a long period. Without making allocation within the Department for the on-going projects new projects are started. This we have found practically in all the departments that they do not keep the money allocated for the on-going projects intact before going in for new projects.

Now they are giving Rs. 231.50 crores to the Department of Power. Having experience of power shortage during the last two days—I was unfortunate enough to stay back in this wretched city—in spite of the fact that so much money is being spent in Delhi, I think, most of it goes down the river Yamuna. Although there is so little water in the river Yamuna. I do not know how can they throw so much money into it. Obviously there are people to take it out immediately. Now that is happening in this power sector is just illustrated by the way our State Government in West Bengal is suffering.

MR. DEPUTY SPEAKER : The hon. Member may continue with his speech tomorrow.

18.01½ hrs.

BUSINESS ADVISORY COMMITTEE
Fifty-eighth Report

[English]

THE DEPUTY MINISTER IN THE
MINISTRY OF SURFACE TRANSPORT
AND DEPUTY MINISTER IN THE
MINISTRY OF PARLIAMENTARY
AFFAIRS (SHRI P. NAMGYAL) ; Sir, on
behalf of Shri H.K.L. Bhagat, I beg to

present Fifty-eighth Report of the Business
Advisory Committee.

MR. DEPUTY SPEAKER : The House
stands adjourned to meet tomorrow
11 A.M.

18.02 hrs.

*The Lok Sabha then adjourned till
Eleven of the Clock on Tuesday,
August 23, 1988/Bhadra 1, 1910
(Saka)*
