

LOK SABHA DEBATES **(English Version)**

Fourth Session
(Eighth Lok Sabha)



(Vol. X contains Nos. 1 to 10)

LOK SABHA SECRETARIAT
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LOK SABHA DEBATES

LOK SABHA

*Thursday, November 21, 1985/Kartika 30,
1907 (Saka)*

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER in the Chair]

OBITUARY REFERENCE

[English]

MR SPEAKER : I have to inform the House of the sad demise of Shri Virendra Agarwal who was a member of the Fifth Lok Sabha during 1971-77 representing Moradabad constituency of Uttar Pradesh.

A well known Journalist and academician, Shri Agarwal was associated with a number of organisations. He functioned as the General Secretary of Indian National Committee of the World University Service and was the founder-convenor of the Delhi Study Group. He was the author of several articles on economic matters. A widely travelled person, he represented India several times at the General Assembly of the World University Service and other international organizations.

A dedicated social worker, he organised distribution of material relief to needy students all over India. He also organised health centres for students at several places.

Shri Virendra Agarwal passed away on 19 November, 1985 at New Delhi at the age of 58 years.

We deeply mourn the loss of this friend and I am sure the House will join me in conveying our condolences to the bereaved family.

The House may now stand in silence for a short while to express its sorrow.

The Members then stood in silence for a short while

ORAL ANSWERS TO QUESTIONS

[English]

Sick Shipping Companies

*61. SHRI H.M. PATEL : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that a number of shipping companies are 'sick' ;

(b) whether the 'sickness' of the shipping companies was discussed by a top level committee headed by the Secretary to the Ministry of Shipping ;

(c) if so, whether this Committee has made recommendation to amend the Merchant Shipping Act to enable the Shipping Development Fund Committee to take over the management of shipping companies ; and

(d) If so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) :

(a) Most of Shipping Development Fund Committee assisted shipping companies have defaulted in their repayment of loans arising out of current recession in shipping industry. However, no shipping company has been declared as 'sick'.

(b) A committee under the chairmanship of former Secretary had reviewed arrangements for assistance to shipping companies.

(c) and (d) The committee expressed the view that in the event of the Shipping Development Fund Committee satisfying itself that the management of a loanee shipping company was acting malafide or was inefficient and dishonest, it should be possible for the Shipping Development Fund Committee either to change the management or even to take it over and for this purpose suitable clauses would

have to be incorporated in the Merchant Shipping Act.

SHRI H.M. PATEL : You have referred to the negative ones among the Committee's recommendations. But did the Committee make any positive recommendations about the manner in which you may assist shipping companies which are in great difficulties because of the long continuing recession in the shipping industry in the whole world ?

SHRI RAJESH PILOT : It is a fact that the shipping industry is under recession. The Committee went into all the aspects, and Government also wants to help this industry, because it is very important owing to two factors : one, the shipping industry is one of the major foreign exchange earners for the nation ; and two, it is also our second line of defence. The Committee has gone in detail. They have recommended some proposals, which are under the consideration of the Government.

SHRI H. M. PATEL : Although you have not declared these companies sick, they are in fact really very sick indeed. Would Government consider re-structuring of their financial organization and so on, so as to be able really to give them a chance of starting afresh, in a sound manner ; what I mean by that is that companies are heavily indebted and they have no resources to buy fresh ships etc. Their old ships are ready for scrap, unfortunately, the Government of India has made it difficult even to scrap because the industry which was breaking up the ships is in itself in difficulty. It is necessary to take some bold financial steps for restructuring the companies so that they may be able to generate fresh capital; and this can only be done if the government is prepared to assist them, giving moratorium for interest charges and for the large arrears that are there. Will the government be prepared to consider some such things, if these propositions are put to them ?

SHRI RAJESH PILOT : The House would agree that the hon. member is an expert and has experience in finance and shipping respectively. It is a fact that shipping industry is in recession, they have problems. But the House would agree

with me that with this recession, some of the shipping companies are doing quite well ; they have not gone in that loss which others have gone. We have to view the efforts of the individual shipping company, how much efforts they have put in their management and the operations they have undertaken. The House would also agree with me that the companies which have, due to inefficiency in their management gone in loss, which is a national loss.....

SHRI H. M. PATEL : I am not referring to that. In fact, there is hardly any company which is making profit. Even the shipping Corporation made enormous loss of over Rs. 100 crores. So, it is not a question of inefficiency only. Where there is inefficiency, I have nothing to say ; you take whatever steps you like. But where the companies are efficient and doing things well, because there is a recession in the shipping industry throughout the world, and it has been going on for several years, they cannot improve. Therefore it is for that, some bold step is necessary. That is the question that I have put.

SHRI RAJESH PILOT : I was coming to hon. member's question. I also agree that the loss have been due to recession in the industry, and we have viewed it very sympathetically. So, the committee has given some proposals ; some they have recommended, and the government is considering them, and we will come forward with whatever action the government will take in the direction.

SHRI C. MADHAV REDDI : Is there any proposal before the government to amend the Merchant Shipping Act as has been said by the Minister himself that the cause is to be amended to see that the shipping industries which are sick should be taken over by the government. Since we are discussing the Bill concerning sick units and that Bill excludes the shipping companies, what steps are being taken to see that sick shipping companies are assisted ?

SHRI RAJESH PILOT : The proposal is under consideration to amend the Merchant Company Act and it is being considered by the government.

[Translation]

SHRI G.S. MISHRA : I want to know from the hon. Minister that in view of the fact that the Indian Shipping Company is in such a straitened condition, the number and type of ships which have been chartered by the Government of India and its Undertakings, for what purpose they have been hired and how much commission is paid to them therefor ?

[English]

SHRI RAJESH PILOT : This question does not arise out of this question. If the hon member can put a separate question on the subject, on the complete charter, I would be able to give the answer.

SHRI G. S. MISHRA : It concerns about sickness of the companies.

SHRI D. P. JADEJA : It is a known fact that there is a recession in the shipping industry throughout the world. That affects smaller companies as well as bigger companies. The companies which are given finance by the SDFC are given finance to the tune of 95 per cent of the amount that they want. Your Ministry is also giving finance to the sailing vessels industry and you give only to the tune of 75 per cent of the total cost of the vessel. Is the government considering what facilities you are thinking of giving to these shipping companies and the bigger companies ?

Is the Government considering the question of giving facilities to the sailing vessels industry to survive these difficult days?

SHRI RAJESH PILOT : Mr. Speaker, when, the SDFC was formed there were few considerations before the Government and the SDFC was formed on that basis. The hon. Member's suggestion is welcome ; I will have It examined and come to the House again.

Lung Cancer due to Increasing Cigarette Consumption

*63. SHRI K. RAMAMURTHY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the World Health Organisation in a series of reports has warned that an epidemic of lung cancer is likely to come within a decade to the third world countries because of rapidly increasing cigarette consumption ;

(b) if so, the steps being taken by Government to contain the consumption of cigarettes by the people in India, apart from the statutory warning displayed by the manufacturers in the huge hoardings and full-page advertisements in the Press that 'cigarette smoking is injurious to health' ;

(c) whether the reports and the efforts being made by the United States Health Department to limit smoking have come to the notice of Government and if so, what are those steps ; and

(d) the obstacles which stand in the way of the Government in taking similar steps in India ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) Yes, Sir.

(b) to (d) Apart from the statutory warnings on Cigarette packets and advertisements, most of the state Governments have promulgated laws prohibiting smoking in closed areas like cinemas, buses, educational institutions, hospitals etc. The authorities of Indian Airlines Corporation have decided to extend "No Smoking" areas in the various aircrafts. The Ministry of Sports have also decided that no advertisement for cigarettes would be permitted in the Asiad stadia. An action plan to intensify the health education in this area and to bring about a fall in the consumption pattern of tobacco products is under consideration in consultation with other associated Ministries. In chalking up the action plan the strategies adopted in other countries would also be kept in view.

SHRI K. RAMAMURTHY : Mr. Speaker, Sir, with due apologies to the hon. Members of this House who are smokers, may I ask this question through you ? The statutory warning "CIGARETTE SMOKING IS INJURIOUS TO HEALTH" which we are now at present getting printed

on the cigarette packets is, instead of curtailing smoking, leading to a tendency to increase smoking.

When I was in London in 1974 the Government of the United Kingdom introduced this system of having the statutory warning on the packets. And I understand that after this statutory warning was incorporated, the cigarette companies reported that their sales had gone up by 10 per cent. So, this is a very dangerous thing.

MR. SPEAKER : please come to the question.

SHRI K. RAMAMURTHY : I am coming.

AN HON. MEMBER : Do not smoke.

SHRI K. RAMAMURTHY : The measures taken against cigarette smoking are very meagre. The hon. Minister has said that the Indian Airlines and some of the Asiad stadia authorities have agreed to extend the 'No smoking' areas. etc. and that advertisements for cigarettes would not be accepted. That is not enough. It is a fact, known all over the world, that this is going to lead to lung cancer and other connected diseases. May I know from the hon. Minister whether the Government will come forward and by using all the media including cinema and others publicise that cigarette smoking is injurious to health and also, will the Government come forward to advertisements for cigarettes by the companies are curtailed to the extent. that no advertisement is given to the cigarette manufacturing companies by the Government ?

MR. SPEAKER : In spite of all that what is the result ?

PROF. MADHU DANDAVATE : You cannot introduce another prohibition.

SHRIMATI MOHSINA KIDWAI : It is not a question of cigarette smoking only. As you know, India is the third largest country producing tobacco in the world. So it is not only the Health Ministry that is concerned, but it is the concern of the other Ministries also. And, I will also make a request to the hon. Speaker.

[Translation]

The ash-trays kept in the lobbies are always full of cigarette butts. Therefore, I shall request you all that there should be no smoking there. I do not know whether Shri Dandavate will agree with me or not ?

MR. SPEAKER : I do not allow anybody to smoke in my chamber.

SHRIMATI MOHSINA KIDWAI : Mr. Speaker, Sir, I am talking of the lobbies.

MR. SPEAKER : I have put the lobbies under your charge.

SHRIMATI MOHSINA KIDWAI : I agree that whatever steps we take regarding smoking will be in consultation with the other Ministries.

... (Interruptions)

[English]

PROF. MADHU DANDAVATE : The Minister has no experience in this. Her experience is only academic.

MR. SPEAKER : You mean that she must do something about it.

[Translation]

SHRIMATI MOHSINA KIDWAI : The companies formulate their policies with an eye on the sale of their product. In our country, not only cigarette is used for smoking, but *beedi* and *hookah* are also used ; people make use of tobacco in other ways also ; they chew it. We should educate the people in the country about all these things. Cigarette is certainly injurious to the lungs and it is our earnest endeavour to educate the people through the media and through other things, as we have done in the case of cigarette packets. We are also considering what other steps can be taken in this direction.

[English]

SHRI K. RAMAMURTHY : The hon. Minister has not given me a satisfactory answer. She is only passing on the baby to different Ministries.

Apart from cigarette smoking, there is a worldwide ban on producing the asphalt sheets...

MR. SPEAKER : Has it some connection with the question ?

SHRI K. RAMAMURTHY : Yes, Sir. There is a ban on production as well as usage of asbestos sheets in other countries because it is generating cancerous cells in human beings. As a developing country since we are having cheap labour, we are producing asbestos sheets on a large scale. Is the Health Minister aware of its ill affects ? If so, what steps she is taking to ban the production of asbestos sheets in the country ?

[Translation]

SHRIMATI MOHSINA KIDWAI : Mr. Speaker, Sir, banning a thing is not the only solution to a problem. It is not only the question of tobacco growers in the country but it is also the question of all those who are associated or engaged in this industry.

So far as the question of cancer is concerned, it is caused by smoking and by chewing tobacco also. There are many other causes also.....(Interruptions)

As regards asbestos sheets, I am not aware if they also cause cancer... (Interruptions)

A study and research is being conducted by the ICMR in this regard. A research is being carried out on cancer caused by tobacco chewing in Agra region.

The question asked by the hon. Member was on smoking. Smoking causes lung cancer ; other things related with tobacco also carry the possibilities of cancer and it is because of this that it is said that smoking should be avoided.

[English]

DR. DATTA SAMANT : The World Health Organisation and the United States Health Department have been repeatedly publicising for the last ten years, that cigarette smoking not only causes cancer but high smoking of cigarettes damages the heart arteries and lungs. It is one of the major reasons of heart attacks in young age. Considering all these things, will the

government consider giving wider publicity through cinema and other media that these are the damages done to the human beings by smoking cigarettes, so that the average people will come to know about the damages done ? Chewing of tobacco is less harmful.

MR. SPEAKER : Put the question.

DR. DATTA SAMANT : My specific question is : Will the Government go in for advertisements on a mass scale that these are the damages done to the human beings by smoking of cigarettes so that this may enlighten the public about its ill affects ?

SHRIMATI MOHSINA KIDWAI : That we are doing through our health education system saying that it is dangerous for heart. Publicity is being given through our literature and also through hoardings at public places.

SHRI LALITESHWAR SHAHI : Sir, I want to know whether the Government is considering a proposal that when the hoardings are put up for advertising cigarettes, at least 15 per cent space of that hoarding should be used for saying that cigarette smoking is injurious to health.....(Interruptions).

MR. SPEAKER : It is all right. No more questions. That is all.

Handicapped Employees at Kharagpur Railway Workshop

*65. **SHRI K. RAMACHANDRA REDDY :** Will the Minister of TRANSPORT be pleased to state :

(a) whether the Railway workshop at Kharagpur, which happens to be the biggest and oldest Railway workshop in the country has in its employ handicapped persons also ;

(b) if so, the total number of employees in this workshop and the total number of handicapped workers ; and

(c) whether their wages are the same as given to other workers, and, if not, the reasons therefor ?

THE MINISTER FOR TRANSPORT (SHRI BANSI LAL) : (a) Yes, Sir.

(b) Total number of employees 14596
Number of handicapped employees 130

(c) Yes, Sir.

SHRI K. RAMACHANDRA REDDY : Sir, as far as the handicapped persons are concerned, is there any reservation for them, and if so, what is the percentage ?

SHRI BANSI LAL : Fifteen per cent.

SHRI S. JAIPAL REDDY : I think the Minister is wrong, Sir.

SHRI K. RAMACHANDRA REDDY : Sir, in the Kharagpur workshop, out of a total of 14,596 employees, only 130 are handicapped employees. This works out to be less than one per cent, that is, far less than 15 per cent reserved for them. I would like to know what are the efforts made by the Government to increase the percentage of handicapped employees in this factory.

SHRI BANSI LAL : We are not trying to increase the quota but we are trying to increase the number of handicapped persons within the quota.

SHRI BASUDEB ACHARIA : Sir, the Minister has just now said that the reservation for handicapped persons is fifteen per cent. I would like to know whether this percentage is only in respect of that particular workshop or throughout the Railways it is fifteen per cent.

SHRI BANSI LAL : In all the Railways it is 15 per cent, but, Sir, in the open line working we cannot employ many of them.

SHRI BASUDEB ACHARIA : Then what is the percentage of reservation in the Indian Railways ?

SHRI BANSI LAL : The overall percentage is fifteen but practically we cannot deploy fifteen per cent in operational works because of the hazards involved. In the workshops and other places we are trying to do it.

SHRI S. JAIPAL REDDY : Sir, the Minister is widely off the mark on this count. It is not fifteen per cent, it is three per cent. In the instant case, the employment provided is coming to less than one per cent. Will he make efforts to improve it to three per cent and will he correct himself in regard to his answer or will he, in the alternative, face a privilege motion ?

SHRI BANSI LAL : Sir, according to a circular issued in 1977, it was three per cent but after 1980 there was another circular raising it to fifteen per cent of vacancies in specified categories.

Supply of spurious and sub-standard good to Delhi Transport Corporation

*67. **DR. G.S. RAJHANS :** Will the Minister of TRANSPORT be pleased to state :

(a) whether the Minister of State in the Department of Surface Transport recently paid surprise visits to the different Delhi Transport Corporation depots in Delhi and found spurious and sub-standard goods ;

(b) if so, what are the spurious and sub-standard goods recovered ;

(c) the names of the companies which supplied these inferior goods to the Delhi Transport Corporation ; and

(d) whether any responsibility has been fixed and the action contemplated by Government against the involved Delhi Transport Corporation officials and companies for such deals ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) :

(a) and (b) Yes Sir. The surprise visit was made to the DTC's Patpar Ganj Depot on 28.10.1985. During the course of inspection, cartons containing the soap were opened in the Stores Department and random samples were seen which appeared to be spurious. Some spare parts were also seized which were suspected to be sub-standard or spurious.

(c) and (d) 11 officials of DTC have been suspended. The investigation has been entrusted to CBI and CVO of the

Surface Transport Department has been entrusted with detailed enquires into purchase procedures. Their reports are awaited. Pending investigation and enquiries, it will not be in public interest to give any further information.

DR. G.S. RAJHANS : I want to know the names of spurious parts. I think there is no public interest in not disclosing that. The names of the spurious part may be given to us.

SHRI RAJESH PILOT : Before I went to the Depot there have been reports that there is a big purchase by the Corporation of spare parts and all that. We had some reports that the systems are not proper ; some malpractices are going on in the system and so on. I personally checked up at one of the depots. I was crossing the bathroom. I saw a Lifebuoy soap lying in the bathroom which had two colours, yellow and red. I thought that normally Lifebuoy is of red colour. So, we opened some other stores. We found that this Lifebuoy soap was not in correct shape. We confiscated those items and some of the other spare parts like break shoe and other things for check up by the concerned authorities. Some of these items were given to them for inquiring into the matter and to go into the details.

DR. G.S. RAJHANS : When will this CBI inquiry be completed ? Would the House be informed about it ?

SHRI RAJESH PILOT : I can't really say the exact date when the CBI enquiry will be completed. But I would point out that we have requested the Home Ministry to do it as a priority. We can certainly inform the House if the House wants this information.

SHRI BHAGWAT JHA AZAD : While complimenting the young Minister for his extraordinary drive to find out corruption which is absolutely deeprooted and causing hundreds of crores of loss to the country, may I know, how he proposes to make up for this loss that is caused to the Corporation, what are the measures to be taken apart from suspension of the officers ?

SHRI RAJESH PILOT : We have ordered one departmental and one CBI

enquiry. The idea behind ordering CBI enquiry was this. For the information of the House, I will give this information. When we asked the particular agency to supply the items directly to the Corporation they refused to do so and they said that you have to buy through our stockists. So, we suspected some of the things. So we entrusted this enquiry to CBI and we asked the CBI to look into the matter. Some measures have been taken. We have taken action against those officers who are involved in checking, who are involved in ordering, who are responsible for purchase of the requirements. Some other measures which will be recommended after the Departmental Enquiry will be taken and if necessary we will inform the House about it at a later stage.

Conference of Education Ministers

*68. **SHRI S.M. BHATTAM :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether in a two-day conference of Ministers for Education held at Delhi in August a recommendation for setting up a small group to look into the manpower requirements of the country was made ; and

(b) if so, action taken thereon ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) :

(a) and (b) A Conference of State Education Ministers was held in New Delhi on 29 and 30 August 1985 in connection with the formulation of New Education Policy. The Conference *inter-alia* decided to set up a Group of Ministers and Experts regarding the Manpower projections and Vocationalisation in the context of the future scenarios of development and production technologies. The meeting of this Group is scheduled to be held on 25 November 1985.

SHRI S.M. BHATTAM : What are the names of the Ministers who constituted the Study Group ? What are the names of the experts ? When are they expected to submit their report ?

SHRIMATI SUSHILA ROHATGI : The group consists of Education Ministers

of Uttar Pradesh, Kerala, Tamilnadu, Gujarat, Jammu and Kashmir, Punjab, Assam and Delhi. There are 5 associated experts in the concerned field. How long they will take, we are not in a position to say just now. The Ministers names are : Shri Sibte Razi, Minister for Education, Lucknow ; Shri TM Jacob, Minister for Education, Trivandrum; Shri C. Aranganayagam, Minister for Education, Madras ; Shri Hasmukh Patel, Minister for Education, Gandhinagar.....Shri Ali Mohammed Naik, Srinagar; Shri Sukhjinder Singh, Chandigarh ; Shri Mukut Sarma, Gauhati and Shri Kula Nand Bharti, Delhi.

Regarding the experts, they are Dr. (Mrs.) Tamarajakshi of the Planning Commission, Prof. Gautam Mathur of IAMR, Dr. V.C. Kulandaiswamy of Madras, Dr. Bhabatosh Dutta of Calcutta and Prof. Ashok Chandra Educational Advisor.

PROF. MADHU DANDAVATE : All the Members may be laid on the Table !

MR. SPEAKER : Members, not the names ? Is the Table sufficient enough to accommodate all of them ?

SHRI S.M. BHATTAM : Earlier some studies were undertaken by the Planning Commission and other Bodies as far as man-power planning is concerned. Does the Government now feel it necessary to supplement the efforts made earlier ? Why do they want to take up this exercise now ?

This is in connection with vocationalisation. This study is undertaken only for that purpose. Earlier, as far as vocationalisation is concerned, NCERT and other Bodies had also taken some initiative and did some work. Do the Government think that sufficient work has not been done ? In what manner do they want to do it now and how do they want to fill up the gap ? When do they hope to do this ?

SHRIMATI SUSHILA ROHATGI : The names of the Members can be placed on the Table of the House, if the Members so desire.

Two Groups have been set up. They are already constituted by the hon. Minister. They will consider about man-

power projeccion and vocationalisation and about imparting of more education. The Groups will be meeting on the 25th and 26th November. They shall be studying the various aspects and having discussions in detail and we expect some formulations and some ideologies to come out, and emerge out, of the deliberations which are taking place shortly.

SHRI S.M. BHATTAM : My question is not answered. The study of man-power planning was earlier done by the Planning Commission. Does the Government find it wanting ? In what respect they find it wanting, in what manner do they want to undertake this exercise and in what manner do they want to augment it ?

THE MINISTER OF HUMAN RESOURCES DEVELOPMENT

(SHRI P.V. NARSIMHA RAO) :

This was a decision taken Education Ministers conference. In pursuance of this decision, these Committees have been set up. When the meeting takes place, naturally the Committees would look back into the past as to what work has been done on these subjects. I know that considerable work has been done. All that will be taken into account while having the new educational policy formulated. Planning is not done either by the Ministry of Education or by the Planning Commission alone. There are so many other agencies also involved in this. Whatever input has come already, that will go into our consideration and I would like to assure the hon. Member that as quickly as possible we will come to conclusions because it is not just a debating matter. It will have to result in concrete proposals and decisions.

Maintenance of House of Ghalib and Mazar of Zauq

*69. SHRI MOHD. MAHFOOJ ALI KHAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government are aware that the house of the great Indian poet Ghalib in Delhi is in shambles and houses a coal depot and that a public lavatory has been built over the Mazar of Zauq, another great Indian poet ; and

(b) if so, what steps have been taken by Government to preserve and maintain the house of Ghalib and the Mazar of Zauq as a memorial to the great poets?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) :

(a) The site where the house of the great poet Ghalib was situated is under private occupation and there is nothing that could be taken over and protected. The site, where the grave of the other great poet Zauq is reported to have existed was part of a graveyard and the exact spot where he was buried is not identifiable. Major part of the graveyard now consists of living quarters.

(b) The site where the house of poet Ghalib was located was inspected in the past with a view to its possible acquisition and protection, but it was found that only a dalan and a few arches have survived, and even these are beyond repairs. The site has undergone extensive changes and is now under private possession. Similarly there are no structural remains of the Mazar of Zauq worthy of being protected and preserved.

[Translation]

SHRI MOHD. MAHFOOJ ALI KHAN: Mr. Speaker, Sir, Zauq and Ghalib lived in Delhi. It is really regrettable that the hon. Minister has not been able to give a complete reply to my question. She has not stated in her reply in which part of Delhi Mirza Ghalib's house was situated and where in Delhi Zauq's Mazar was located. As far as my information goes, a lavatory has been built over the Mazar of Zauq and Mirza Ghalib's house is now a coal depot. I want to know whether Government are taking any action in this regard to evict those people from there and to convert it into a national monument thereafter?

SHRIMATI SUSHILA ROHATGI : I share the concern of the hon. Member, as they were our great poets whom we respect a lot. At present, the factual position with us is that the Government had seriously considered the question of the house of Ghalib in 1959 and the then Minister of

Scientific Research and Cultural Affairs, Prof. Humayun Kabir had personally visited that site. After inspection of the site, it was found that in spite of our being sentimental about it, there was nothing which could be acquired as a national monument.

SHRI MOHD. MAHFOOJ ALI KHAN: Ghalib's house is located in Ballimaran. A tenant by the name of Fakhruddin Ahmad lives there and runs a coal depot there. I can show you the 'Statesman' of the 25th which carries his photograph which clearly shows that he is weighing coal in his coal depot there.

It is true that you have set up Ghalib Academy and Research Institute; all this was necessary too, but when Ghalib was invited to have his abode in some other country, he had replied that how could it be possible for him to leave the streets of Delhi. It is a matter of regret that many other monuments are being erected, but there is no monument of Ghalib and Zauq. Setting up a Ghalib Academy and Institute alone is not enough.

I shall request through the hon. Speaker that a monument of Ghalib and Zauq should also be built. Today, lavatories have been built over the Mazar of Zauq; you can get them removed.

SHRIMATI SUSHILA ROHATGI : I appreciate your sentiments. According to the information which we have with us now, all these things are in private possession and a coal depot etc. is being run there. So far as the other part of your question is concerned, I shall again pay attention to it and if there is any possibility, we shall certainly consider it.

[English]

PROF. MADHU DANDAVATE : You do not hand over 'Ghalib' to the bureaucrats. You please take the initiative.

[Translation]

MR. SPEAKER . Shrimati Krishna Sahi.

SHRIMATI KRISHNA SAHI : Mr. Speaker, I shall request you to see part (b) of my question wherein I wanted to know from the hon. Minister what action Government had taken?

MR. SPEAKER : You first put the question. You want to board the train before you have bought the ticket.

Underground Railway for Delhi

*70. SHRIMATI KRISHNA SAHI : Will the Minister of TRANSPORT be pleased to state ;

(a) whether the Railway Reforms Committee recommended underground railway for Delhi ; and

(b) if so, action taken thereon by Government ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Yes, Sir.

(b) The Ministry of Urban Development, the nodal Ministry for Urban Transport Schemes do not favour an underground railway corridor for Delhi at the present juncture as it is a highly capital intensive proposition.

[Translation]

SHRIMATI KRISHNA SAHI : I wanted to know what action Government had taken. In reply to part (b) of my question, the hon. Minister has stated that the Ministry of Urban Development do not favour an underground railway corridor for Delhi as it is a highly capital intensive proposition.

(Interruptions)

I do not know English.

What I wanted to know was what action has been taken by his Department ? In the reply, he has mentioned the name of Urban Development Ministry. Still, I want to say that with the increase in population, the pressure of traffic in the Metropolitan cities is increasing and the environment is also being polluted. I want to know from the hon. Minister whether in view of all these problems, the late Prime Minister Shrimati Indira Gandhi had announced in 1982 that Underground railway facility would be provided in the metropolitan cities of the country ? If so, what action has since been taken by the Department ?

SHRI BANSI LAL ; I am not aware of any such announcement having been made by the Prime Minister. So far as the

Railway Ministry is concerned, it also concurs with the Ministry of Urban Development.

SHRIMATI KRISHNA SAHI : Concur with what, also state that.

SHRI BALKAVI BAIRAGI : Mr. Speaker, Sir, Krishna had always been masculine and Bansi feminine but here it is the other way round.

MR. SPEAKER : Bairagiji, things are topsy turvy these days.

SHRIMATI KRISHNA SAHI : Mr. Speaker, Sir, the Department had done a lot of work in 1972. For example, it was said that underground railway would be laid in Connaught Place in three directions and that an underground junction would be built under the Regal park. It was followed by visits of an Indian Study Team to foreign countries. A survey was also undertaken. Therefore, I want to know how much money has been spent since 1972 by the Railway Ministry on the survey of underground railway project, foreign tours of high officials and other arrangements ?

MR. SPEAKER : She has studied it thoroughly. We shall certainly nominate her as a Member of the Committee if one is constituted in future.

SHRI BANSI LAL : I do not have figures as to how much money was spent, but as I had stated earlier, recommendations were made to lay underground railway line here. We sent that to the Urban Development Ministry. They told us that it required an amount of Rs. 2000 crores. It is because of this that we are not prepared to take it up for the time being.

... (Interruptions) ...

MR. SPEAKER : What more is there to ask ?

AN HON. MEMBER : Bring the entire Delhi Underground.

[English]

SHRI D.N. REDDY : Does the Government have any intention to nationalise mini railways ?

MR. SPEAKER : It does not pertain to the question.

[Translation]

SHRI PRATAP BHANU SHARMA :

Mr. Speaker, the question of bringing improvement in Delhi's transport system is being debated for the last many years and the need for it is also being felt. Just now, the hon. Minister has stated that he is not in favour of the proposal to built underground railway, as it is a highly capital intensive proposition. Delhi Transport Corporation (D.T.C.) has become the biggest source of corruption and pollution. I want to know whether there is any proposal to introduce electric trolley buses with a view to reducing pollution and improving transport facilities. Is there any scheme to introduce electric trolley buses in Delhi during the Seventh Five Year Plan ?

SHRI BANSI LAL : There is no such scheme for the present.

[English]

Declaring Trivandrum Airport as an International Airport

*71. **SHRI T. BASHEER :** Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that there is a long standing demand from the people of Kerala for declaring the Trivandrum Airport as an International Airport ;

(b) whether Government have taken any decision in this regard ; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) to (c) Yes, Sir. As the existing four international airports were considered adequate to meet the international traffic needs, Government have not hitherto felt the necessity of declaring any other airport including Trivandrum airport as an international airport. There is, therefore, no proposal at present to declare Trivandrum as an International airport.

Government have, however, recently appointed a high-level Committee to, *inter-alia* identify other airports for the development of international operations with a view to reducing congestion at Bombay airport.

SHRI T. BASHEER : The Hon. Minister's reply is very much disappointing. Actually this is a long standing demand by the people of Kerala. About 18 international flights are operating from Trivandrum Airport every week. So, I think there is a strong case for declaring Trivandrum Airport as an International Airport.

Moreover, Sir, some two-three months back our Prime Minister had visited Trivandrum and inaugurated a new terminal building constructed there for this Airport. At that time he said that there is a proposal to declare Trivandrum Airport as an International Airport, and a decision will be taken at the appropriate time. So this is the hon Minister's reply against that. He says that there is no proposal at all. It is very disappointing. So I would like to know from the hon. Minister whether he will reconsider the position and will give an assurance that Trivandrum also will be declared as an international airport.

SHRI JAGDISH TYTLER : I think the concern of the hon. Member is that Trivandrum airport should be used for international flights. That is being used and that is confirmed. The only question is about declaring Trivandrum as an international airport. We do not declare any airport as an international airport ; we have only international services. Only four international airports have been declared under the 1971 Act when the International Airports Authority of India was set up. But any other airport in the country can be used for international services and Trivandrum is one.

MR. SPEAKER : Mr. Basheer, there are two things. There is a *de jure* government and there is a *de facto* government. You have got a *de facto* international airport and not above it.

SHRI T. BASHEER : I do not understand why it cannot be a *de jure* one. Actually, in the reply the hon. Minister says that Government have, however, recently appointed a high-level committee to identify other airports for the development of international operations and with a view to reducing congestion at the Bombay airport. I should like to say...

MR. SPEAKER : Please put a question. Don't give information, you have to elicit the information.

SHRI T. BASHEER : ...that that should not be the only consideration. To my information, the International Airports Authority of India some years ago recommended that certain airports in the country should be declared as international airports and Trivandrum is one of them. I would like to know from the hon. Minister as to what are the criteria for declaring an airport as an international airport so far as our country is concerned.

SHRI JAGDISH TYTLER : The criteria is—traffic, of course, is one. I would like to tell you that the survey has identified five airports in the country and Trivandrum is one, the second is Hyderabad, the third is Ahmedabad, then Bangalore and Nagpur. The object was to remove the congestion which you are having in Bombay. What I submit is that there is no need to declare them as international airports because your concern should be that the people should be able to use the airports for international flights. That we are doing it now.

SHRI TARUN KANTI GHOSH : *rose.*

MR. SPEAKER : What have you got about Kerala ?

SHRI TARUN KANTI GHOSH : The Minister says in his reply that Bombay is considered very congested and among the four declared international airports, I feel Calcutta airport is not used at all. As a matter of fact, only a few days back the Government of West Bengal wrote a letter to the Prime Minister about the British Airways.

MR. SPEAKER : This question has been answered many a time on the floor of the House.

[Translation]

SHRI BANWARI LAL PUROHIT : Mr. Speaker, Sir, the hon. Minister has stated that they propose to upgrade 5 airports. I want to know the expenditure involved in upgradation of each airport, the time by which they are going to take up this work and when the Nagpur Airport will be included in it ?

[English]

MR. SPEAKER : I think there is nothing more to be asked.

SHRI BALWANT SINGH RAMOOWALIA (Sangrur) *rose.*

MR. SPEAKER : Let us hear what this new Member wants to know.

PROF P. J. KURIEN : About Trivandrum there should be more supplementaries.

SHRI BALWANT SINGH RAMOOWALIA : The hon. Minister has said that to reduce the congestion at the Bombay airport, they are allowing international flights at the neighbouring airports. What are the reasons that international flights have been stopped operating from Amritsar ? Previously, international flights used to come there.

SHRI JAGDISH TYTLER : There are one or two reasons. The reasons are obvious as to why we stopped the international flights but, I think, we will consider again.

Import Cargo Section at Indira Gandhi Airport Terminal Complex

*72. SHRI V. TULSI RAM :

SHRI JAGANNATH PATTNAIK : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government's attention has been drawn to the news-item appearing in the 'Hindustan Times' dated 27-10-1985 regarding omission to build the import cargo section (an essential part of an airport) of the Indira Gandhi Airport terminal complex at Delhi Airport ;

(b) if so, whether it is a fact that some amount was also sanctioned for this purpose ; and

(c) if so, the action taken by Government in the matter ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Yes, Sir.

(b) A Complex for both import and export cargo, involving an approved outlay of Rs. 8.00 crores, is already under cons-

truction in the New Terminal. However, IAAI Management have decided to add a heavy cargo shed in this Complex at an estimated cost of Rs. 80 lakhs which will be met from within the overall outlay for the project.

(c) The Government are of the view that it is necessary to implement the scheme for the construction of the heavy cargo shed.

[Translation]

MR. SPEAKER : Mr. Tulsiram, you can ask a supplementary if you so desire.

SHRI V. TULSIRAM : The hon. Minister has not replied to my question correctly. I want that a proper reply to my question should be given.

SHRI JAGDISH TYTLER : You had raised the question whether we had read it. I replied that we had read it.

MR. SPEAKER : He says that the reply is not correct.

... (Interruptions)

SHRI V. TULSIRAM : You have also got this question with you. You can see that he is not giving a correct reply.

MR. SPEAKER : He says that it is being constructed.

... (Interruptions)

SHRI V. TULSIRAM : What can I say, when it is under construction.

MR. SPEAKER : It will take time to complete.

... (Interruptions)

SHRI V. TULSIRAM : As he is sitting behind Shri Bansi Lal, he has adopted his style of disposing of the question with a curt reply.

... (Interruptions)

MR. SPEAKER : The reply should be to the point.

SHRI V. TULSIRAM : He is a new entrant and he has also started adopting the same technique.

MR. SPEAKER : There is the same Department. Who else will adopt his style if not he.

... (Interruptions)

Appointment of GSAs in Air India

*73. SHRI Y.S. MAHAJAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have made a comparative study to find out whether the present system of appointment of a single General Sales Agent (GSA) for each country by Air India has been working satisfactorily vis-a-vis a large number of sales agents, if so, with what results ;

(b) whether this system has resulted in financial losses to Air India ; and

(c) if so, what remedial measures Government have so far taken or propose to take in the matter ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) :

(a) As per prevailing practice, both G.S.A. and I.A.T.A. Agents function in a given country. Therefore, the question of making such a study does not arise.

(b) There has been no evidence to indicate that Air India has suffered financial loss under the above system.

(c) Does not arise

SHRI Y. S. MAHAJAN : When this post of GSA was made it was found convenient to offer discount to his office but since these discounts have become a regular practice do you think his appointment is necessary ?

SHRI JAGDISH TYTLER : In some places it is necessary while at others we are reviewing the position.

SHRI Y. S. MAHAJAN : When there are so many agents and some of them go in for liquidation does it not involve Air India into losses ?

SHRI JAGDISH TYTLER : If it is brought to the knowledge of the Government we will surely take action.

MR. SPEAKER : Question No. 75—Shri Thampan Thomas. He is not here. Shri C Madhav Reddi.

AN. HON. MEMBER : Sir, he is sitting at the back.

MR. SPEAKER : Mr. Reddi, you come back to your seat. There is a question in your name.

PROF. MADHU DANDAVATE : There is a rule that the question should be put from the Member's own seat.

MR. SPEAKER : Did you think that you could have escaped ?

Management of Mental Hospitals

***75. SHRI THAMPAN THOMAS : SHRI C. MADHAV REDDI :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state : (a) whether it is a fact that there are several Mental Hospitals under the management of Central or State Governments ;

(b) if so, whether there are any guidelines issued by the Ministry of Health and Family Welfare with regard to the maintenance, welfare and care of the mental patients in the Central Hospitals and those managed by the State Governments ;

(c) if so, the details thereof ; and

(d) whether in view of the seriousness of several mental patients due to bad management, Government propose to appoint a commission to enquire into these conditions and suggest remedial measures ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) :

(a) to (d) A Statement is given below.

Statement

Facilities for mental health counselling and treatment are available in Mental Hospitals/Institutions as well as in General Hospitals in most of the States. The list of the Hospitals having treatment facilities for Mental patients is enclosed at Appendix. The Indian Lunacy Act of 1912 provides guidelines with regards to the maintenance, welfare and care of Mental patients in Hospitals. Central Institute of Psychiatry, Ranchi and National Institute of Mental Health and Neuro Sciences, Bangalore are the Institutions administratively governed by the Union Ministry of Health and Family Welfare. For private and other State Government Mental Hospitals, the

State Governments concerned exercise their control on them keeping in with the provision of Indian Lunacy Act.

Appendix

List of Hospitals/Institutions having Specialists treatment facilities for Mental Patients.

1. Government Hospital for Mental care, Waltair Vishakhapatnam-530003, Andhra Pradesh.
2. Government Hospital for Mental Care, Hyderabad, Andhra Pradesh.
3. Mental Hospital, Tezpur, Darrang-784001, Assam.
4. Ranchi Mansik Arogyashala, Kanke, Ranchi-834006, Bihar.
5. Central Institute of Psychiatry, Kanke, Ranchi-834001, Bihar.
6. Davis Institute of Neuro-Psychiatry, (Kishore Nursing Home), Boroya Road, M. Kanke, Ranchi-83007, Bihar.
7. Mental Hospital, Outside Delhi Gate, Shahibag Road, Ahmedabad-380004, Gujarat.
8. Mental Hospital Karelilbag, Baroda Gujarat.
9. Mental Hospital, Jamnagar, Gujarat.
10. Mental Hospital, Bhuj-Kutch-370001, Gujarat.
11. Kasturba Mental Hospital, Maroli, Tal, Navasari, Distt. Valsad, Gujarat.
12. Mental Institution, Kalawada, Rajkot, Gujarat.
13. Government Hospital for Psychiatric Diseases, Jammu, J & K.
14. Government Hospital for Psychiatric Diseases, Rainawari, Khatidarwaza, Srinagar, J & K.
15. National Institute of Mental Health & Neuro Sciences, Bangalore-560029, Karnataka.

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| <p>16. Mental Hospital, Dharwar-580008, Karnataka.</p> <p>17. Government Mental Hospital, Trivandrum-695005, Kerala.</p> <p>18. Government Mental Hospital, Trichur-680004, Kerala.</p> <p>19. Government Mental Hospital, Calicut, Kozhikode-673016, Kerala.</p> <p>20. Mental Hospital, Indore-452003, M.P.</p> <p>21. Mental Hospital, Gwalior-474003, M.P.</p> <p>22. Central Mental Hospital, Yervada Pune-411006, Maharashtra.</p> <p>23. N. M. Mental Hospital, Thana-400601, Maharashtra.</p> <p>24. Mental Hospital, Chhindwara Road, Nagpur-440013, Maharashtra.</p> <p>25. Mental Hospital, Ratnagiri-415612, Maharashtra.</p> <p>26. Kripamayee Institute for Mental Health, Miraj, P. O. Wanleswadi, Distt. Sangli, Maharashtra.</p> <p>27. Mental Hospital, Tall Colony, Kohima-797001, Nagaland.</p> <p>28. Mental Hospital Institute, S.C.H. Medical College, Hospital, Cuttack 753071, Orissa,</p> <p>29. Punjab Mental Hospital, Amritsar-143001, Punjab.</p> <p>30. Mental Hospital, (Psychiatric Centre) Janta Colony, Jaipur-302004, Rajasthan.</p> <p>31. Mental Hospital. (Psychiatric Centre) Shastri Nagar, Jodhpur-342001, Rajasthan,</p> <p>32. Institute of Mental Health, Kilpauk, Madras-600010.</p> <p>33. Mental Hospital, Agra-282002, U.P.</p> <p>34. Mental Hospital, Bareilly-243001, U.P.</p> | <p>35. Mental Hospital, Varanasi-221002, U.P.</p> <p>36. Noor Manzil Psychiatric Centre, Lal Bagh, Lucknow-2260001, U.P.</p> <p>37. Mental Observation Ward, 7, D.L. Khan Road, Bhawanipur, Calcutta 700025, West Bengal.</p> <p>38. Hospital for Mental Diseases, 18, Gobra Road, Calcutta-700046, West Bengal.</p> <p>39. Lumbini Park Mental Hospital, 115, Girindra Sarkar Bose Road, Calcutta-700039, West Bengal.</p> <p>40. Duttanagar Mental Health Centre, (formerly Bangiya Unmad Ashram) Duttanagar, Calcutta-700077, West Bengal.</p> <p>41. Mental Hospital, Mankundu, Hoogly-712103, West Bengal.</p> <p>42. Sarkarpol Mental Hospital, P.O. Mahestala, 25-Parganas, West Bengal.</p> <p>43. Lalgola Special Jail, P.O. Lalgola, Surshidabad, West Bengal.</p> <p>44. Mental Hospital, P.O. Berhampur, Murshdadad, West Bengal.</p> <p>45. Hospital for Mental Diseases, G.T. Road, Shahdara, Delhi-110032.</p> <p>46. Mental Hospital. Institute of Psychiatry & Human Behaviour, Altinho, Panaji-403001, Goa, Daman & Diu.</p> |
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MR. SPEAKER : Mr. Reddi, no question ?

SHRI C. MADHAV REDDI : No. I am satisfied with the answer.

DR V. VENKATESH : Mr. Speaker, Sir, in our country most of the mental institutions are housed in the ex-jail accommodation at various places and there the conditions are very bad. Therefore, I would like to know from the hon. Minister whether they are going to take over these mental institutions for administrative purposes. Otherwise, the financial constraints come in the way of the State Governments for the maintenance of these

institutions. This is my direct question to the Health Minister.

SHRIMATI MOHSINA KIDWAI ;
There is no proposal to take over all these mental hospitals by the Central Government. There are only two institutions at present which are under the Central Government.

Malnutrition amongst Children and Pregnant Women

***76. DR. T. KALPANA DEVI :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are aware that malnutrition in the country is prevalent on a large scale amongst children and pregnant women ;

(b) whether Government have any programme to appoint specially trained Health visitors etc. to combat this problem.

(c) whether Government have carried out a study to gauge the dimension of malnutrition among rural/urban areas separately ;

(d) if so, the results of the study conducted : and

(e) how many trained Health Visitors are working in the country separately in rural and urban areas, State-wise ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) to (c) A statement is given below.

Statement

(a) Yes, Sir.

(b) All the peripheral level workers working in the Health and health-related sphere like Anganwadi workers, ANMs and Lady Health Visitors are trained to provide the nutrition and health services to the community.

(c) & (d) The Indian Council of Medical Research has established the National Nutrition Monitoring Bureau in 10 different states to assess the dimension of malnutrition in rural and urban areas. These results are published as annual reports of the bureau every year.

Some of the significant findings of the latest (1982) reports are as under :

(i) About 35% of the pre-school children suffer from moderate degree of malnutrition and about 6.1% from a high degree of malnutrition ;

(ii) In general, body weight status of girls was better than boys ;

(iii) Most commonly observed nutritional deficiency signs were those of protein Energy Malnutrition (PEN) and vitamin A and B Complex deficiency.

(e) The break-up of the trained Lady Health Visitors working in the country are as under :

Name of the State	In Rural Areas	In Urban Areas
1. Andhra Pradesh	1562	74
2. Assam	210	30
3. Bihar	1577	42
4. Gujarat	928	45
5. Haryana	338	20
6. Himachal Pradesh	337	12
7. J & K	67	16
8. Karnataka	1000	44
9. Kerala	515	30

Name of the State	In Rural Areas	In Urban Areas
10. Madhya Pradesh	1215	93
11. Maharashtra	4779	525
12. Manipur	42	2
13. Meghalaya	46	2
14. Nagaland	21	—
15. Orissa	730	22
16. Punjab	651	27
17. Rajasthan	486	64
18. Sikkim	8	—
19. Tamil Nadu	1797	47
20. Tripura	35	2
21. Uttar Pradesh	3072	203
22. West Bengal	715	153
23. A&N Islands	4	3
24. Arunachal Pradesh	—	—
25. Chandigarh	2	3
26. D&N Haveli	5	—
27. Delhi (MCD)	28	—
28. Goa, Daman & Diu	16	—
29. Lakshdweep	—	—
30. Mizoram	63	4
31. Pondicherry	14	2
TOTAL : 20263		1465

DR. T. KALPANA DEVI : What are the measures and media taken to make aware of the rural population, particularly among the children regarding mal-nutrition which is prevalent in the country ? What measures have been taken by the Government for the effective implementation of the programme ? What measures have been taken to control moderate degree of malnutrition prevailing in 35% of pre-school going children and 6.1% high degree of malnutrition prevalent among the pre-going children in the rural areas ? How are you managing with the two types of degrees of malnutrition prevalent among the children, particularly in rural areas ?

SHRIMATI MOHSINA KIDWAI : There are many measures which have been taken up through our I.C.D.C. programme as also through our health education programme in schools at different curriculum levels and in the educational institutions. There are many things which have been included at the primary and higher education levels. Through our I.C.D.C. that is, Integrated Child Development Centres, we are taking up these programmes to give nutritious food to the children and also educate the mothers of the children through adult education and non-formal education programmes. Through all these things,

we are trying to educate the women especially.

Sale of Rail tickets in Blackmarket

*78. SHRI RAMASHRAY PRASAD SINGH : SHRI KAMLA PRASAD RAWAT : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government's attention has been drawn to the news item appearing in Indian Express dated 26 October, 1985 under the caption "Rail tickets black-marketing galore"; and

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

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) :

(a) Yes, Sir.

(b) It is a fact that some unauthorised travel agents are carrying on business in securing rail tickets and reservations on behalf of passengers on realising service charges from them. The Supreme Court has directed introduction of a scheme for Authorisation of Rail Travellers' Service Agents by the Railways. The requisite scheme has since been finalised and issued to the Railways, who have been directed to select suitable travel agents who may be authorised to do this work.

WRITTEN ANSWERS TO QUESTIONS

[English]

National Health Education Programme

*62. SHRI CHITTA MAHATA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that the National Health Education Programme has made little progress in imparting correct knowledge about protection against various infectious diseases like tuberculosis, cholera, typhoid and polio ; and

(b) if so, to what extent the progress has been made in each State and, if not, the reasons therefore and what further steps Government propose to take in this regard during the Seventh Five Year Plan ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) :

(a) and (b) A statement is given below.

Statement

(a) and (b) Health Education programme is carried out in the States by the respective State Health Departments. The Central Government provides facilities for training and acts as a technical resource through the Central Health Education Bureau, New Delhi. The level and quality of implementation of Health Education programme in all States is not uniform. The Ministry of Health and Family Welfare propose to develop and promote Health Education services further during the Seventh Five-Year Plan period by intensifying the training activities in Central Health Education Bureau. For imparting correct knowledge about protection against various infectious diseases like Tuberculosis, Polio, Diphtheria, Whooping Cough, Tetanus and Measles, a programme for Universal Immunisation has been launched. Health Education is an important component of Universal Immunisation Programme.

Model Schools in each District

*64. PROF. NARAIN CHAND PARASHAR : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have drawn up any programme for opening model national schools in each district of the country so as to provide instructions to the academically brilliant children of the rural areas ;

(b) if so, the main characteristics of the programme and the names of the districts selected for this purpose ; and

(c) the likely date by which the schools would be opened ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) :

(a) and (b) The Government of India propose to establish model schools one in each district with the following main characteristics :

(1) Quality ; (2) Social Justice ; education will be available irrespective of the parents' capacity to pay ; (3) Merit-based ; (4) Utility and social purpose, conforming to national policy ; (5) Having largely rural coverage ; and (6) Fostering national integration.

(c) The schools will be opened in a phased manner during the Seventh Plan period. The phasing will be finalised shortly.

[Translation]

Proposal to declare Water Resources as National Wealth

*66. SHRI HARISH RAWAT : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether there is any proposal to declare water resources as national wealth by restricting the States rights in this regard ; and

(b) if not, the policy of the Government in regard to the settlement of major inter-State water disputes ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) :

(a) No, Sir.

(b) Inter-State Water Disputes are sought to be resolved through a process of negotiations ; failing which by a process of adjudication under the Inter-State Water Disputes Act, 1956.

[English]

Promotion of Family Planning Programme

*77. SHRI B.B. RAMAIAH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the Central Council of Health and Central Family Welfare Council at the Joint Conference held in New Delhi in the first week of September, 1985 discussed various suggestions for promoting Family Planning ;

(b) if so, the suggestions considered ; and

(c) Government's reaction thereto ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) :

(a) to (c) The 11th Joint Conference of the Central Council of Health (CCH) and Central Family Welfare Council (CFWC) was held at New Delhi from September 2-5, 1985.

The recommendations of the Councils on Family Welfare Programme are given in the statement below.

The broad policy guidelines for the Family Welfare Programme are formulated by the Central Government whereas the programme implementation is done basically by the States/UTs. The programme policies and strategies are being continuously reviewed and redesigned and while doing so, recommendations made by the Councils are duly taken into account.

Statement

RECOMMENDATIONS OF THE ELEVENTH JOINT CONFERENCE OF THE CENTRAL COUNCIL OF HEALTH AND THE CENTRAL FAMILY WELFARE COUNCIL HELD ON SEPTEMBER, 2, 3, 4 and 5, 1985.

Family Welfare Programme including MCH and Immunization :

The 11th Joint Conference of the Central Council of Health (CCH) and Central Family Welfare Council (CFWC) held at New Delhi from 2nd to 5th September, 1985, reviewed the achievements in the Family Welfare Programme during the 6th Five Year Plan and took shock of the major thrusts and strategies proposed to be followed during the 7th Five Year Plan. The Councils resolved that the National goal of achieving Net Reproduction Rate of One must and should be reached by the turn of the century. In other words our birth rate must come down to 21 per thousand and infant mortality rate to 60 per thousand.

The Councils took note of the fact that the programme had made a very good start this year resulting in a very good improvement in the performance. The several new initiatives taken by the Government recently are most welcomed and helped it to give it a further boost. The

Councils welcomed the deep interest shown by the Prime Minister and feel confident that given the required political will and support, mobilisation of voluntary effort in an increased measure, suitably strengthened and expanded supplies and services and demand generation and a determined will on the part of all these involved in the programme, the objectives and targets laid down for the VIIth Plan were within reach. After detailed discussions the following recommendations were made :—

RECOMMENDATIONS

1. Political Commitment

1.1. The Councils noted with great satisfaction the high priority which the Prime Minister has attached to the Family Welfare Programme ; the Councils shared his concern to bring about a swift decline in the birth rates. Since the programme implementation is basically to be done by the States, the Councils recommend that each State should immediately develop a mechanism under which the Chief Minister reviews every month the entire range of programme activities so that the efforts in the Government and the non-Governmental Sectors, closely linked and coordinated, yield the maximum results.

1.2. In the favourable climate of political commitment at the highest level, involvement of people's representatives at all levels should be carried forward so that family planning can become a people's movement. The elected representatives of the people at different levels including local bodies and Panchayat Raj institutions must provide continued support to the performance on a sustained basis. This is imperative for intensifying community participation in the programme.

2. Community Participation

The Councils recommend that :—

2.1. The Government should consider how the current involvement of well known non-Governmental organisations in promoting family planning can be further enlarged. These organisations may be encouraged to accept the responsibility of implementing the programme in certain earmarked areas. The States should take initiative in this

regard, motivate voluntary action and give full cooperation to such organisations. Non-Governmental Organisations may be requested to take up projects in areas which are regarded as difficult.

2.2. Appropriate mechanism for coordination and motivation of different voluntary organisations should be developed by organising Conferences, Seminars and periodical meetings.

2.3. The Government should provide the NGOs with training facilities for the workers and the office bearers of voluntary organisations and NOOs. These organisations may also be assisted and encouraged to set up training facilities for their workers and for the workers engaged in Family Welfare e.g., Dais, Village Health Guides and ANMs etc.

2.4. A few selected organisations with proven record of voluntary action be encouraged to provide consultancy services for identifying existing organisations for Family Welfare work for project designing and evaluation and monitoring.

2.5. Most of the Voluntary Organisations are engaged primarily in promoting the Family Welfare Programme in the Urban areas. It would be necessary for them to move and pay more attention to rural areas also, as 75 per cent of the population lives in villages. In this context local self help and action groups like Mahila Mandals, Women's Cooperatives, Nehru Yuvak Kendras Farmers' Forums, NSS Local bodies including Panchayat Raj institutions or other local groups may be encouraged and assisted in a systematic way to promote population consciousness and acceptance of two child family norm and contraception.

3. Management and Organisational aspects

3.1. The Councils noted that the infrastructure facilities, both physical and manpower, had been greatly expanded in the recent years. While there is need to further expand these facilities so as to extend their reach to the community, there is greater need to improve the performance and efficiency of the existing infrastructure so that it yields optimum results. For this purpose, the Councils recognised that it is necessary to strengthen

the management, evaluation and monitoring components at the State, Regional and District levels. In this context the Councils welcomed the proposal to provide flexibility to the States to design their State/District level management set-up subject to prescribed ceiling in expenditure.

3.2. Continuing re-orientation and regular in-service training are key factors in improving programme performance. This aspect has not received due attention in the past. The Councils therefore, recommends that a comprehensive training programme should be planned and undertaken, with a view to upgrading the professional managerial, IEC and other skills of the personnel at various levels. At the same time, the existing pre-service courses should also be suitably modified so that the medical, para-medical and other personnel are equipped with the necessary skills at the completion of their training to discharge their duties according to programme requirements. For this purpose the Councils specifically recommend that training organisations/institutions at all levels should get priority in allocation of resources so that quality services are provided through skilled workers.

4. Demand generation (Information, Education and Communication)

Over the years national efforts has created a fair consciousness among people to limit the family size and there is also awareness about Family Planning. What is now required is to move from awareness to method specific knowledge and to acceptance of contraception for limiting family size. In fact attention must be focussed on the couples between the 18-25 age group. The conventional media approach may not be the best answer for this. The Councils perceive that media activities have to be professionalised. For this purpose the Councils recommend as follows :—

4.1. The entire hierarchy of Extension and media personnel should be overhauled and suitably trained so that they have the necessary professional skills for the job and duties entrusted to them. Training of all workers has to be ensured on continuing basis through suitable training strategies.

4.2. The equipment and vehicles provided for media and extension activities must be kept in proper working order and be utilised to the maximum. Miscellaneous Purposes Funds may be used for repair of the equipment supplied in the past and adequate arrangements made for the maintenances of new equipment.

4.3 Workers at the grass-root level including Village Health Guides, ANMS, Multi-purpose Workers and Block Extension Educators should have functional and attractive communication materials which can help them in winning the attention of the target audience.

4.4. Messages for different target groups must be carefully designed keeping in view the requirements of the area, the community, socio-cultural and economic background of the audience. Area specific and community specific demand generation campaigns may be based on an adequate understanding of the local need. If necessary expert professional help may be sought for designing area-specific and community specific IEC material.

4.5. The enormous opportunities offered by the expansion of Television, films, electronic media, and the radio must be fully utilised to carry the message and information to all sections of the population. Greater professional element must be introduced in their use.

4.6. The radio and the television should set apart adequate time, on the recommendations of the Ministry of Health and Family Welfare for publicity of the message of family planning. Well designed serial and other internship programmes promoting family planning should be introduced at the earliest.

4.7. The newspapers may be approached to reserve at least 1% of their advertising space for family planning messages.

4.8. The present Media Organisation should be suitably reorganised to carry out Extension, education and communication programmes to promote demand for the two child family and acceptance of family planning methods. For this purpose the whole Media hierarchy from State to block level should be organised and suitable

status and adequate career prospects be ensured for the staff so that this organisation plays an important role in creating demand generation.

4.9. Feature films propagating the message of small family norm should be exempted from entertainment tax. State governments may be requested for necessary action in this regard.

5. Services and Supplies

The Councils emphasised that efforts at demand generation must be matched by adequate provisioning of the required services and supplies in a manner as to become easily accessible. In fact availability of proper quality services itself creates demand and satisfied acceptor is our best ally in promoting acceptance by others. It is, therefore, necessary that the physical infrastructure is suitably augmented and upgraded to improve its quality and extend its outreach in the community. The Councils noted that various schemes for further expansion of infrastructure such as, post partum centres at taluka level, rural family welfare centres at PHC level, conversion of IUD rooms into operation theatres at PHC level, etc., had been sanctioned by the Government of India but the progress of their implementation had been rather slack. The Councils, therefore, recommends that :

5.1. At the primary health centres where operation theatres exist, services like vasectomy, mini-lap, IUDs, MTP should be made available within a period of one year by either posting the trained staff or training the existing staff.

5.2. The buildings of the Rural Health and Family Welfare Centres, conversion of IUD rooms into operation theatres and construction of Post Partum Centres construction of which is in progress must be got completed within a period of two years of the receipt of the sanction orders by the State Governments failing which the States may bear the cost of completing such Schemes.

5.3. Some of the existing institutions, P.P. Centres, PHCs etc. are no longer in a position to cope with the pressure of work. Their output far exceeds the well accepted norms. The councils therefore, strongly recommends selective increase in the

sterilisation beds for institutions which needed it and upgradation of P.P. Centres where the workload justified this.

5.4. The Councils also strongly recommends that proper quality of services and proper follow-up are the most vital aspects which needed constant attention and supervision. States should pay special attention to these aspects.

5.5. It is well understood that the long term demographic goals can be achieved only if a large majority of couples in the younger age group take to spacing methods. The strategies for promoting spacing methods were discussed and following specific recommendations were needed :—

- (i) While about 90% of couples have the awareness and knowledge of sterilisation, knowledge and awareness about spacing methods was much lower. Therefore, as a first step greater dissemination of knowledge about spacing methods is a must. Family Welfare workers also need orientation for this purpose.
- (ii) A large scale programme of population education, media messages aimed at the younger group etc. may be taken up.
- (iii) Special training programme may be conducted to equip ANMs to promote the use of pills and during the current year at least 50% of the ANMs should be involved in this task.
- (iv) Community distribution of condoms will greatly help to popularise this spacing method and the States may open new outlets for distribution of conventional contraceptives through fair price shops, cooperatives, Mehila Mandals and Gram Panchayats in the rural areas.
- (v) A small committee may be set up by the Ministry of Health and F.W. for working out a long term strategy for promoting spacing methods.
- (vi) Marketing and advertising of Nirodh through reputed marketing

companies was welcomed and it was hoped that they would increase the sales by at least 50%.

- (vii) A concerted effort needs to be made to make Family Planning and MCH more community based instead of the Programme still remaining 'clinic based'.

5.6. The Councils noted with concern the declining trend of male sterilisation during the last few years in relation to the overall achievement under the sterilisation programme. Vasectomy is a relatively simple, easy and effective method of contraception. It should be vigorously promoted in all parts of the country so that it becomes once again a popular and acceptable method of contraception. Intensive education and communication campaign should be mounted to remove the apprehensions and fears in the mind of the people which have come to be associated with this method.

5.7. Education and Training in population and proficiency in contraception procedures and M.T.P. should be made a compulsory element of Graduate Medical Education curriculum.

6 Incentives and Disincentives

6.1. The Councils recognised the role which a suitable system of incentives and disincentives can play in promoting the programme. In this context, it was recommended that keeping in view the overall availability of resources, the schemes for giving continuing monetary benefits to acceptors of sterilisation after 2 children and of giving bonds cashable after a specified maturity period may be considered for adoption with such modifications as may be necessary.

6.2. Whatever incentives are available to public servants or others, including maternity benefit, scholarships for education etc., these should be linked with only two children because the small family size in the present context should mean only two or less number of children.

6.3. The scheme of graded incentives recently introduced under which an amount of Rs 20/- in addition is to be paid to acceptors of sterilisation with three or less

children was considered to be difficult for implementation. The Councils recommends that a sum of Rs. 20 per case of sterilisation may be provided to the States partly to be given to all categories of acceptors and partly for being available to them for generally promoting the programme. Full flexibility be given in this.

6.4. Similarly, the Clause restricting payment of Rs. 3/- per IUD insertion towards Miscellaneous Purposes Fund of the States in respect of acceptors with two or less number of children needs to be deleted from the concerned instructions.

7. M.C.H.

The Councils welcomed the decision to provide 'Universal Immunisation' during the current Plan and further commended that this project be dedicated as a living Memorial to the memory of late

Prime Minister, Smt Indira Gandhi whose love for the children knew no bounds.

7.1. With a view to ensuring better mother and child health care and improving the chances of child survival, much greater attention should be paid to ensure proper ante-natal, natal and post-natal care. Risk deliveries should be identified for appropriate referral. Proper training courses should be organised for various categories of workers involved in this programme to equip them with better skills and approaches.

7.2. Organisational restructuring may be done so that the entire range of MCH activities are looked after and coordinated by one senior officer at the State level who may work in close coordination with the State Family Planning Officer under the overall guidance of the State Director of Health Services.

7.3. The students in the medical colleges should be fully involved in the immunisation programme and they should be taught to deliver these services in the community set up under guidance of the teaching faculty. This will not only lead to better utilisation of existing resources but also inculcate a sense of participation in community work among the students and equip them with the necessary skills of immunisation.

7.4. The Seventh Plan targets of reaching universal immunisation can be achieved by two alternative approaches. In the current year, 30 districts have been taken up for universal immunisation. One approach could be that the universal level of immunisation may be continued in these 30 districts and general levels of performance in immunisation may be improved gradually from year to year in the rest of the country. The other approach is that each year additional districts may be taken up for universal coverage so that by the end of the Seventh Plan all the districts are so covered. The Council recommends the latter approach because this would improve the impact, would provide opportunities for transference of lessons learnt and would be more practicable because of the special training and other equipment requirements which can be provided in a phased manner.

The Council recommends that the staff sanctioned for the purpose should be positioned immediately, cold-chai in the selected districts quickly established and carefully managed and emphasised the importance of sending timely returns for effective monitoring.

7.5. The Council noted that Diarrhoea was a very big killer and debilitator for children particularly those under the age of 5. Oral Rehydration Therapy is a simple, affordable, easily available and efficacious technology in managing diarrhoea cases at the household levels. The Council recommends that in order to improve child survival significantly a large scale programme of diarrhoea management, especially through the promotion of oral rehydration therapy may be taken up during the Seventh Plan with a view to reducing mortality among children below by 40-50%. This would require a large scale promotional activity, a crash training programme, adequate provisioning of CRS packets so that the knowledge and skills to identify and treat a diarrhoea case through ORT are transmitted to every household within a period of 2-3 years.

7.6 It was recommended that for a successful FP & MCH Programme ANM's may only be confined to this job and in the house to house duties they may attend to minor ailments. It should suffice if the male multi-purpose workers look after the rest of the work.

8. Programme for Women and Youth Development

8.1. There is need to pursue Family Welfare Programme as part of an integrated programme of socio-economic development. Greater emphasis should be laid, amongst others, on improved status of women, higher literacy rate and school enrolment ratios for women, greater economic participation of women and on maternal and child health services. Coordination and convergence of basic services in various development sectors at the field level should be ensured.

8.2. The Council stressed that it was of vital importance to pay special attention to educational programmes, both through the media and inter-personal contacts, to bring about the desired changes in the attitudes and perceptions of men towards promotion of the Small Family norm.

8.3. Population education among youth, women and others will go a long way in eventually making family planning a way of life with the people. Population education curriculum which has been introduced into the formal education system should be intensified and made people-oriented by bringing in aspects of better family life, sex-education, etc. and should be appropriately devised for different audiences. Non formal and continuing education programmes could have such population education components.

8.4 The Civil Registration System for recording of births and deaths needs to be urgently streamlined so that timely and reliable data on vital statistics become regularly available to the Government so that the impact of the programme can be measured and corrective steps taken in time.

8.5. The average age at marriage is a significant determinant of fertility. A comprehensive and well-thought out massive educational, motivational and social campaign should be undertaken so as to change the attitudes of the people and bring about desired increase in the average age at marriage. The Council recommends that task force should be constituted to design a detailed strategy for raising the age of marriage of women in States where the mean age of marriage is reported to be less than 10 according to last census.

8.6. Demographers hold the view that the goal of NRR of 1 can be achieved if we reach a couple protection rate of 60% on the basis of our experience so far we find that although the couple protection rate is going up, the birth rate figures have not yet started declining. There is need, to empirically varify, this important basic assumption that 60% C.P.R. will lead to N.R.R.I.

8.7. The Councils further recognised the need for research studies of macro and micro nature with a view to get continuous feed back in the progress of the programme and the need and nature of mid-term corrections.

[Translation]

UGC Scheme to Improve Working of Universities

*79. SHRI VIJOY KUMAR YADAV : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state .

(a) whether the University Grants Commission has formulated any new scheme to improve the working of universities and to remove the irregularities in the examinations ;

(b) if so, the details thereof; and

(c) the time by which Government propose to introduce the said scheme ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b). The UGC has formulated regulations under the UGC Act specifying the minimum standards of instruction for the grant of BA/B.Sc/B.Com. degrees by the Universities. These regulations prescribe that every university should ensure that the number of actual teaching days does not go below 180 in an academic year ; that the universities should adopt the guidelines issued by the UGC from time to time in regard to the conduct of examinations; that teachers who do not fulfil the minimum qualifications prescribed by the Commission are not appointed to teaching posts; and that the workload of teachers should be prescribed in accordance with the guidelines issued by the Commission.

(c) These regulations are proposed to be brought into force from June 1, 1986.

[English]

Evaluation of the Progress of Reorientation of Medical Education Scheme.

*80. SHRI BHOLA NATH SEN :

SHRI MOHANBHAI PATEL :

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

(a) whether Government have evaluated progress of the Reorientation of Medical Education (ROME) scheme launched in 1977 to improve involvement of medicos and young doctors in rural health care;

(b) if so, the results/findings thereof ; and

(c) the details of assistance being given to each State under the scheme by the Centre ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : (a) Yes, Sir.

(b) and (c) A statement is given below.

Statement

(b) The main findings of the evaluation were as under :

- (i) that by and large, most of the institutions had started implementing the schemes in the right spirit ;
- (ii) that the institutions had not yet consolidated fully the first phase of the programme and required additional financial assistance ;
- (iii) that there was need for providing a vehicle to each medical college for transporting staff and students to the PHC ;
- (iv) that permanent garaging facilities should be provided for the mobile clinics ;

(c) Each medical college is entitled to receive the following financial assistance from the Central Government under the ROME Scheme in addition to three mobile clinics each costing Rs. 8.50 lakhs provided under the U.K. Aid Programme,

A. Non Recurring(Rs. in
lakhs)

- | | | |
|--|---|---------------------|
| 1. Dormitory type residential quarters for students at PHCs. | } | Rs. 14.75
lakhs. |
| 2. Seminar Room, Lecture-cum-Consultation room. | | |
| 3. Surgical equipment. | | |
| 4. Additions or alterations to PHCs. | | |
| 5. Furniture, books, etc. | | |
| 6. Construction of garages. | | |
| 7. Purchase of mini-bus. | | |

B. Recurring

- | | | |
|--|---|--------------------|
| 1. Additions to faculty. | } | Rs.
1.29 lakhs. |
| 2. Steno-Typist. | | |
| 3. Driver-mechanic for each mobile clinic. | | |
| 4. Additional drugs. | | |

Railway Service Recruitment Boards

616. SHRI N. DENNIS : Will the Minister of TRANSPORT be pleased to state :

(a) whether in the case of a number of Railway Service Recruitment Boards the function of Chairman continues to be looked after by local arrangements made on ad hoc basis and not by regularly appointed incumbents ;

(b) if so, the names of such Boards, dates since when ad hoc arrangements are continuing, and the reason therefor ;

(c) whether this arrangement for long periods has adversely affected the functioning of the Boards; and

(d) the reaction of Government thereto?

THE MINISTER OF TRANSPORT
(SHRI BANSI LAL) : (a) Yes, Sir.

(b) Name of Railway
Recruitment
Board.Ad hoc
arrangement
w.e.f.

1. Ajmer	8.9.83
2. Ahmedabad	19.3.84
3. Allahabad	16.8.82
4. Bangalore	16.3.82
5. Bombay	9.1.81
6. Calcutta	5.2.82
7. Chandigarh	9.9.83
8. Gauhati	9.2.84
9. Madras	8.4.85
10. Muzaffarpur	16.5.81
11. Secunderabad	5.8.83
12. Gorakhpur	19.7.84
13. Malda	17.7.84
14. Ranchi	29.8.84

Since adequate number of persons suitable for inclusion in the list to be sent to the UPSC have not yet been selected, recommendations could not be sent for their consideration. However, every effort is being made to finalise the same as early as possible.

(c) and (d) This ad hoc arrangement has not affected adversely in any way the functioning of the Boards, since sincere and efficient Railway officers of various disciplines are appointed as Chairman, Railway Recruitment Board. In fact, they have contributed to improving the functioning of the Railway Recruitment Boards and the requirements of the Railways are being met expeditiously.

Pragmatic Transport Policy for 21st Century

617. SHRI MANIK REDDY : Will the Minister of TRANSPORT be pleased to state :

(a) what is the estimated State-wise number of registered and unregistered vehicles, both motorable and non-motorable and the total estimated investment thereon and the freight and passenger traffic handled by each category ;

(b) the estimated rail freight and passenger traffic handled annually and the estimated investment thereon ; and

(c) whether Government have examined the present situation in order to evolve a pragmatic transport policy for the 21st century keeping in view the feared global shortages and impending energy crisis ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) A Statement showing the Statewise registered motor vehicles as on 31.3.1983 is given below. The non-motorised vehicles like manually operated cycle-rickshaws, bicycles, etc. come within the purview of municipal local bodies. The statistics thereof is not available. It has been estimated that the freight traffic carried by the commercial vehicles in the road sector has been of the order of 210 billion TKMs in 1984-85, and passenger traffic at 587 billion PKMs. The total investment in the public sector passenger road transport undertakings is estimated to be of the order of Rs. 2500 crores. The goods transport is almost entirely in the private sector, and in the absence of detailed information about the types of vehicles, their age-composition

etc., the estimation of their investment is not possible.

(b) (i) The total estimated rail freight (revenue earning goods traffic on originating basis).

236 million tonnes.

(ii) The total estimated passengers (originating) 3333 millions.

(iii) Estimated investment :

The investment on Railways excluding that on Metropolitan Transport Projects i.e. the Capital-at-charge to end of the year 1984-85 is Rs. 8285.66 crores.

(c) Important policy objectives for the Seventh Five Year Plan include replacement of overaged assets in a phased manner, modernisation of transport infrastructure on the basis of new technologies, effective maintenance and maximum utilization of existing capacity, conservation of energy particularly diesel to the maximum extent possible and achieving higher productivity through technological improvement and efficient management.

Statement

Total Registered Motor Vehicles in India as on 31.3. 1983

S. No.	Name of State/UT	
1	2	3
1.	Andhra Pradesh (E)	393755
2.	Assam (E)	80812
3.	Bihar (E)	214591
4.	Gujarat	514748
5.	Haryana	156211
6.	Himachal Pradesh (E)	37785
7.	Jammu and Kashmir	44774
8.	Karnataka	504252
9.	Kerala (E)	223093
10.	Madhya Pradesh	395727
11.	Maharashtra	1085118
12.	Manipur (E)	10551
13.	Meghalaya (a)	285
14.	Nagaland	2934
15.	Orissa	78134

1	2	3
16.	Punjab	439277
17.	Rajasthan	265627
18.	Sikkim (b)	1274
19.	Tamil Nadu	408592
20.	Tripura	9346
21.	Uttar Pradesh	597388
22.	West Bengal	419239
23.	A and N Islands	2843
24.	Arunachal Pradesh (E)	502
25.	Chandigarh (c)	78126
26.	D. and N. Haveli (d)	510
27.	Delhi	668022
28.	Goa, Daman and Diu	45407
29.	Mizoram	3989
30.	Pondicherry (E)	35627
Total (P)		6718539

(F) Estimated

(P) Provisional

(a) as on 31.3. 1981

(b) as on 31.3. 1982

(c) excluding Taxis

(d) as on 31.3. 1979.

Doubling of Shoranur-Mangalore Section

618. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal for doubling of railway line between Shoranur-Mangalore in the near future ; and

(b) whether the Hassan-Mangalore rail line is economically beneficial ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) No, Sir.

(b) The line is not financially viable.

CGHS Hospital in Calcutta

619. SHRI SANAT KUMAR MANDAL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the progress made so far in setting up a Central Government Health Scheme hospital in Calcutta ;

(b) the difficulties which lie in the way of the Central Government in meeting this long-standing demand of the eight lakh odd Central Government employees in and around Calcutta ;

(c) whether the original proposal envisaged the Central Government Health Scheme hospital to eventually turn into an All-India Institute of Medical Sciences for Eastern India ; and

(d) if so, the progress made in the implementation of this proposal ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNAKUMAR) : (a) and (b). A tentative proposal had been made in the Seventh Five Year Plan for setting up a new 100 bedded CGHS Hospital in Calcutta and similar hospitals in Delhi, Bombay and Madras. But the proposal in all these four major cities has been dropped in view of the non-availability of resources.

(c) & (d) Does not arise in view of (a) & (b) above.

**New Diesel Shed Project at Kharagpur
(S.E. Railway)**

620. SHRI NARAYAN CHOUBEY : Will the Minister of TRANSPORT be pleased to state :

(a) whether the foundation stone of a new diesel shed has been laid by the previous Railway Minister at Kharagpur on S.E. Railway ; if so, what was the date ;

(b) what was the first target date for completion of the said project and what was the budget estimate for the project ;

(c) what amount of the total job has been done uptill now and what amount of the job remains to be done ;

(d) is it a fact that in reality the whole project is stagnating at present ;

(e) if so, the reasons for the same and the steps that have been taken by the Government to complete the job ; and

(f) what is the budgetary sanction for the job for the year 1985-86 ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Yes, Sir. The foundation stone for construction of a new Diesel Shed at Nimpura (Kharagpur) was laid on 28.10.1982.

(b) Target date of completion of the works was tentatively fixed as 31.12.1985. The anticipated cost of the work is Rs. 4.93 crores.

(c) Upto date physical progress of the work is about 40% and remainder work is in progress.

(d) to (f) No, Sir.

The work has been progressing as planned. Rs. 65.00 lakhs have been allocated for the work during the year 1985-86. Sufficient funds would be considered for allotment to this work during the ensuing budget within the overall funds position of the Railways.

[Translation]

Ratlam-Banswara Rail link

621. SHRI PRABHU LAL RAWAT : Will the Minister of TRANSPORT be pleased to state :

(a) whether the proposal of Ratlam-Banswara railway link is under consideration of Government ;

(b) whether Rajasthan Government has also sent any proposal in this regard ; and

(c) if so, the action being taken thereon ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) No, Sir.

(b) Yes, Sir,

(c) The present resources constraint does not permit consideration of the proposal.

Renaming of Gosikhurd Irrigation Project

622. SHRI VILAS MUTTEMWAR : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Government have received any proposal in regard to changing the name of Gosikhurd Irrigation Project of Maharashtra and naming it after the late Prime Minister Smt. Indira Gandhi ;

(b) if so, Government's reaction thereto ; and

(c) whether Central Government have sought the views of the State Government also in this proposal ; and

(d) if not, the reasons therefor ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (d). Since the State Government has not furnished replies to the comments of Central Water Commission on the Gosikhurd Project, this project has not been cleared by the Central Water Commission and the Planning Commission. The project has also not been cleared from forest conservation and environmental angles. As such, the question of naming of the project as desired at this stage does not arise.

[English]

Opening of Basullia (Sutahate) and Sahid Matangini (Maniktala) Railway Station (S.E. Railway)

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

(a) the present position of opening of the Basullia (Sutahate) and

Sahid Matangini (Maniktala) Railway Stations in the Panskura-Haldia Section of the South Eastern Railway ; and

(b) the reasons for delay ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b). West Bengal Government's approval to the change in the name of Sutahata Crossing Station as 'Basulya-Sutahata' has been received recently. South Eastern Railway has approached Indian Railway Conference Association for the approval of the proposed name of the station and giving code initials. This station will be opened for passenger traffic thereafter.

As regards opening of Sahid Motangini (Maniktala) Passenger Halt between Reghunathbari and Tamluk stations, the proposal when re-examined by the South Eastern Railway, on the present day cost of the station was found to be financially non-viable. The matter is being further reviewed.

Recognition of M. Tech. Degree of Delhi University

624. SHRI MANVENDRA SINGH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether M. Tech. Degree in Microwave Electronics awarded by the University of Delhi is recognised by Government for purposes of recruitment to higher posts and services under the Central Government ;

(b) if not, the reasons therefor ; and

(c) the time by which the above degree will be recognised by Government ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a). The Degrees and Diplomas awarded by Universities and Institutions established under Acts of Parliament or of State Legislatures do not require any further recognition by the Government for purposes of employment. The M. Tech. Degree in Microwave Electronics awarded by the Delhi University does not, therefore, need any further recognition from Government for employment purposes.

(b) and (c) Do not arise.

Conversion of Bombay Sangli track into Broad Gauge

625. SHRI PRAKASH V. PATIL : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Government have approved the scheme of converting the Bombay Sangli track into a broad gauge ;

(b) if so, at what point of time this was done ;

(c) what is the progress made since then and at what stage the work stands ; and

(d) what allocations have been made in the Seventh Plan for this line ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) to (d). A.B.G. Line already exists between Bombay and Sangli. The conversion of the M.G. line from Pune to Miraj via Sangli was completed many years back.

Derecognition of Patliputra Medical College and Hospital, Dhanbad

626. SHRI SIMON TIGGA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that Indian Medical Council has derecognised Patliputra Medical College and Hospital of Dhanbad, Bihar for the second time ;

(b) if so, the reasons thereof ;

(c) whether Government are planning to hand over the Medical College and Hospital to Bharat Coking Coal Ltd., and

(d) if so, reasons thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) The Patliputra Medical College, Dhanbad was provisionally approved by the Medical Council of India for award of MBBS degrees of the Ranchi University upto 3.4. 1982 and all students admitted to that College before the said date were declared eligible for registration on the passing they final MBBS examination. The Council has yet take the final decision

whether the approval should be extended beyond 30.4.1982. The question of de-recognition of the Medical College for the second time does not arise.

(c) and (d) Government of India have no information in this regard. Such a decision will have to be taken by the State Government.

Length of Roads in Delhi

627. **SHRI CHINTA MOHAN :** Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Delhi has the highest per capita and per square kilometre length of motorable roads ;

(b) if so, the total length of single lane, two lanes, 4 lanes and 6 lanes roads indicating the total area of roads in Delhi and the total investment made during the last 3 years ; and

(c) what is the total number of vehicles (motorable and non-motorable) in Delhi ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) The length of motorable roads per 100 square kilometres in Delhi is 1063.30 kilometers which is the highest in the country. The length of motorable road per lakh of population in Delhi is 254.84 kilometres which is not the highest in the country.

(b) The total length of single lane, two lanes, 4 lanes and 6 lanes (consolidated) and the expenditure incurred on roads and bridges in Delhi during the last 3 years is reported to be as under :

Year	Length of roads in kms	Expenditure in lakhs of rupees
1981-82	15,790	3801
1982-83	15,808	3535
1983-84	16,116	2707

(c) The total number of motor vehicles in Delhi as on 31st March, 1985 has been reported as 8.41 lakhs. As non-motorised vehicles are not registered, data pertaining to their number are not available.

Allocation for Eradication of Malaria cut down

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

(a) whether it is a fact that the National Malaria Eradication programme is in for its biggest setback as the Planning Commission has slashed down allocation for the same ; and

(b) if so, the details regarding the outlay proposed to be cut along with reasons.

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b). The Seventh Five Year Plan proposals for National Malaria Eradication Programme (Rural), Urban Malaria Scheme and National Filaria Control Programme had sought for an outlay of Rs. 1026 crores under both the Central share and the State share. Against the requirement, the tentative allocation of Rs. 370 crore for the Seventh Five Year Plan for these schemes has been agreed to. With this tentative allocation, it may be difficult to continue the implementation of these three programmes on the existing pattern. In order to cope with the situation some alternative strategies are being considered.

Repair of the Road Bridge, over River Gomti between Varanasi and Gazipur

629. **SHRI ZAINUL BASHER :** Will the Minister of TRANSPORT be pleased to state :

(a) whether the road bridge on the river Gomti between Varanasi and Ghazipur on Varanasi-Gorakhpur National Highway is damaged for more than three years ;

(b) if so, the reasons for not repairing it ; and

(c) when the repair work is expected to be started ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (c). There is no major damage to the bridge. Only the floating spans resting on abutments have sunk and consequently the parapet

walls have been damaged. The repair work will be started in December, 1985.

Opening of Primary Health Centres in Karnataka during Seventh Plan

630. SHRI SRIKANTHA DATTA NARASIMHARAJA WADIYAR : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) how many Primary Health Centres are proposed to be opened in the State of Karnataka during Seventh Plan period ; and

(b) the details thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b). The establishment of Primary Health Centres is under the State Sector Minimum Needs Programme. According to the plan discussions held in the Planning Commission with the representatives from State of Karnataka, 805 Primary Health Centres are proposed to be opened in the State during the Seventh Plan period out of which 50 PHCs will be established during 1985-86. Their locations/sites are to be decided by the State Government itself.

Ownership of Vessels 'Jagat Maheswari' and 'Jagat Rajeswari' built at Hindustan Shipyard

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

(a) whether it is a fact that the Vessel 'Jagat Maheswari' built at Hindustan Shipyard, Visakhapatnam and completed in all respects in March 1985 for delivery to its owner is still at the Shipyard ;

(b) if so, the reasons therefor ;

(c) whether the Hindustan Shipyard has incurred avoidable expenditure on account of delay in taking decision by Government and if so, how much ;

(d) whether there is another Vessel also under construction at the Hindustan Shipyard called 'Jagat Rajeswari' which is also awaiting decision of the Government as regards its ownership ; and

(e) whether decision in this regard is causing demoralising effect on the employees of the Hindustan Shipyard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). Yes Sir. Delivery could not be effected due to the owner's failure to make payment of 5% of cost.

(c) The Shipyard has incurred an expenditure of Rs. 40 lakhs on this account.

(d) Yes Sir.

(e) Representations to this effect have been received in the Department of Surface Transport.

[Translation]

District-wise Central Government Health Scheme Dispensaries in Rajasthan

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

(a) district-wise number of Central Government Health Scheme dispensaries in Rajasthan ;

(b) whether there is any plan to increase their number in the near future and if so, the details thereof ;

(c) whether it is a fact that the treatment level of these dispensaries is deteriorating day by day for want of good medical facility ; and

(d) the efforts being made by Government in this direction to bring about improvements ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) In Rajasthan, CGHS is in operation at Jaipur only. There are 4 allopathic dispensaries, 1 Polyclinic 1 Ayurvedic Unit and 1 Homoeopathic Unit.

(b) It is proposed to open one more allopathic dispensary at Jaipur during the year 1986-87.

(c) No

(d) Does not arise.

[English]

Utilisation of water Resources

633. SHRI PRIYA RANJAN DAS MUNSI : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether India has so far not been able to utilise the water resources to the best of her capability ;

(b) if so, the reasons therefor ;

(c) the State-wise break up of the present position and the reasons why the States have not so far been able to harness the entire available water resources ;

(d) the progress in the matter in different States during the last three years ; and

(e) the steps taken/proposed to ensure best productive use of the country's water resources ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND):

(a) to (e). The planned development of water resources for irrigation and other uses has been taken up during the Plans since 1951. The utilisation of all the utilisable water resources in the country is progressing according to the availability of resources. State-wise information regarding the present position of quantum of utilisation of water encompassing various uses is not maintained at the Centre.

Opening of an office of Shipping Corporation of India at Madras

634. DR. SUDHIR ROY : Will the Minister of TRANSPORT be pleased to state :

(a) whether Shipping Corporation of India would start a new office at Madras in view of the recommendation made by the Committee on Public Undertaking in 1983 ;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and

(b). Shipping Corporation of India have opened an office at Madras on 18-10-1985 to look after technical and operational matters in view of the increasing traffic of oil, iron ore and containerisation.

(c) Does not arise.

Construction of Railway Yard at Sankrail (Howrah District)

635. SHRI HANNAN MOLLAH : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to construct a railway yard at Sankrail, Howrah District, South Eastern Railway ;

(b) if so, in which stage the work is going on at present ;

(c) when it will be completed ; and

(d) details thereof ;

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Yes, Sir.

(b) to (d) Works for acquisition of land, and Provision of 3 lines with electrification for goods terminal at Sankrail have been approved. Out of 338 acres of land required for Phase-I of the Scheme, the State Government has recently handed over about 306 acres. The balance nearly 22 acres of homestead land has not yet been handed over, Earth-work for 3 lines on Phase-I has just been started avoiding the homestead land. The completion of the work depends on the complete handing over of the land by the State Government and availability of resources in the coming years.

Passenger Traffic and Cargo Handled by Calcutta, Delhi, Bombay and Madras Airports

636. SHRI ZAINAL ABEDIN : Will the Minister of TRANSPORT be pleased to state the total value of passenger traffic and cargo handled by the International Airports at Calcutta, Delhi, Bombay, and Madras, year-wise during the last three years ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : A statement furnishing the requisite information is given below.

Statement

	Bombay	Calcutta	Delhi	Madras	Total
Passengers (in number)					
1982-83	64,47,825	15,06,505	41,13,412	12,39,763	1,33,07,505
1983-84	71,80,561	16,52,693	45,68,187	13,27,570	1,47,29,011
1984-85	75,96,648	18,58,923	48,97,122	15,15,123	1,58,67,816
Cargo (in Tonnes)					
1982-83	1,19,198	22,302	78,836	25,978	2,46,314
1983-84	1,35,700	25,577	94,164	27,463	2,82,904
1984-85	1,62,520	29,068	1,10,809	31,794	3,34,191

**Amount Allotted and spent for
Modernisation, Renovation and
Expansion of Major Ports**

and expansion of each major Port in the
country ?

637. SHRI SYED MASUDAL HOSSAIN : Will the Minister of TRANSPORT be pleased to state the amount of money allotted and amount actually spent during the Sixth Five Year Plan period for modernisation, renovation

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : The table below indicates the total amount allotted and actually spent during the Sixth Five Year Plan period for modernisation, renovation and expansion of each major Port :

(Rs. in crores)

S. No.	Ports	Sixth Plan Outlay		Sixth Plan 1980-85 Expenditure
		Original	As per Annual Plans (Total)	
1. (a)	Calcutta	30.30	35.94	19.88
	(b) Haldia Dock	21.45	18.28	13.18
	(c) Haldia Dredging Channel	11.52	2.00	10.92
	(d) BHRTW	19.73	15.60	13.44
2.	Bombay	68.78	120.39	72.45
3.	Madras	54.18	100.15	82.13
4.	Cochin	54.22	63.22	56.01
5.	Visakhapatnam	71.33	67.54	57.35
6.	Kandla	46.22	59.18	49.08
7.	Mormugao	25.05	22.55	25.19
8.	Paradip	60.81	56.47	67.37
9.	Tuticorin	25.57	31.11	24.84
10.	New Mangalore	31.84	34.92	33.48
Total		521.20	627.25	525.32
11.	Nhava Sheva	30.00	48.65	17.88

**Money collected through Hike in
Railway Fares and Freight**

638. SHRI PURNA CHANDRA MALIK : Will the Minister of TRANSPORT be pleased to state :

(a) the amount of money collected through hike in railway fares and freight year-wise during 1982-83, 1983-84 and 1984-85 ; and

(b) the rise in railway fares in percentage terms during the above period ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Accounts maintained on railways do not identify the money collected separately through hike in railway fares and freight during any accounting period.

(b) The approximate percentage rise in railway fares is as under :

1982-83	:	17.5
1983-84	:	13.0
1984-85	:	7.7

**Work Charged Employees in Central Water
Commission**

639. SHRI AJIT KUMAR SAHA : Will the Minister of WATER RESOURCES be pleased to state :

(a) the number of work-charged employees in central water commission ;

(b) whether the liberalised pension rules are applicable to the temporary work-charged employees ;

(c) whether pensionary benefits are given to the families of deceased temporary work-charged employees ;

(d) whether site investigation allowance is given to these employees ;

(e) the normal working hours of work-charged employees ;

(f) whether winter and summer liveries are given to them ;

(g) whether Government have received any representation from the work-charged employees regarding their working hours, leave etc ; and

(h) if so, action taken thereon ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARA NAND) : (a) There are 2904 work-charged employees in the Central Water Commission as on 1.1.1985.

(b) The liberalised pension rules are applicable to those temporary work-charged employees who have opted for this scheme, and to those who would be retiring on or after the 31st March, 1985 and opt for it within the extended time granted.

(c) Family pension benefits are admissible to the families to those deceased temporary work-charged employees to whom the liberalised Pension Rules are applicable.

(d) Proposal for the grant of investigation allowance to officers and staff engaged in investigation work of water resources development projects has been agreed to by the Government.

(e) The working hours of work-charged employees are from 9.30 AM to 4.30 PM with half an hour's lunch break.

(f) Uniform/overalls are supplied to those work charged employees whose duties involve damage to clothing or abnormal wear and tear of clothing or the worker has to work near moving machinery.

(g) and (h) No specific representation from work-charged employees regarding their working hours, leave, etc has been received.

Sanctioned Posts in Railways

640. SHRI MATILAL HANSDA : Will the Minister of TRANSPORT be pleased to state :

(a) the number of sanctioned posts permanent and temporary, on Indian Railways as on 1.4.85 ;

(b) the number of employees actually on roll as on 1.4.85 ;

(c) reasons for the vacancies, if any ; and

(d) the number of casual labourers working on Indian Railways as on 1.4.85 ?

THE MINISTER FOR TRANSPORT (SHRI BANSI LAL) : (a) to (d). Informa-

tion is being collected and will be laid on the Table of the Sabha.

Modernisation of Calcutta, Bombay, Delhi and Madras Airports

641. SHRIMATI BIBHA GHOSH GOSWAMI : Will the MINISTER OF TRANSPORT be pleased to state the expenditure incurred on extension and modernisation of Calcutta, Bombay, Delhi and Madras Airports during the Fifth and Sixth Five Year Plan periods, plan-wise

with details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : The total expenditure incurred on expansion and modernisation of Calcutta, Bombay, Delhi and Madras Airports during the Fifth Five Year plan (1972-77) and Sixth Five Year plan (1980-85) is Rs. 2391.76 lakhs and Rs. 14575.86 lakhs respectively. The details are as under :

(Rupees in lakhs)

	Calcutta	Bombay	Delhi	Madras	Total
Fifth Five Year Plan (1972-77)	315.67	635.09	1165.53	275.47	2391.76
Sixth Five Year Plan (1980-85)	556.70	4638.42	7610.72	1770.02	14575.86

Cancellation of Air India Cargo Flights via Calcutta to Tokyo and Frankfurt

642. SHRI GADADHAR SAHA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Air India has cancelled its International cargo flight via Calcutta to Tokyo and Frankfurt : and

(b) if so, reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b). Air India's freighter service Air India 199A which was being operated on the route Tokyo/Hong Kong/Calcutta has been changed with effect from 11 September to operate on Tokyo/Hong Kong/Delhi/Bombay route. The decision to omit Calcutta has been taken mainly on commercial grounds in view of the comparatively less cargo traffic between Calcutta and Tokyo/Hong Kong.

Amount Released for Second Hooghly Bridge

643. SHRI ANANDA PATHAK : Will the Minister of TRANSPORT be pleased to state :

(a) the amount so far released by Union Government to the State Government for the second Hooghly Bridge and what amount is yet to be paid to the State Government and in how many instalments ; and

(b) the reasons for non-payment of allotted money at a time to facilitate smooth planning and construction ;

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Second Hooghly Bridge at Calcutta, when constructed, would fall on a State Highway and, therefore, the Government of West Bengal are primarily concerned with the Project, as constitutionally the roads declared as National Highways only are the responsibility of the Government of India. However, the Government of India have agreed to provide loan assistance of Rs. 150 crores to the West Bengal Government as a special case. Funds are released every year on the basis of the actual requirements projected by the State Government from time to time. An amount of Rs. 96.62 crores has, so far been released. During the year Rs. 10.75 crores more will be released. Balance of Rs. 42.63 crores will be released in the subsequent years as per the requirement projected by the State Government.

(b) Question does not arise.

Utilisation of Railway Lands

644. SHRI L. RAMA RAI : Will the Minister of TRANSPORT be pleased to state whether there is any scheme to

increase the income of railways by utilising the valuable land possessed by railways by constructing shopping centres, hotels etc. ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : As per present policy licensing of railway land for the purposes of setting up shops, commercial offices, vending stalls, clinics etc. unconnected with Railway's working has been stopped. There is no scheme at present to increase the income of the Railways by constructing shopping centres and hotels etc.

Finalisation of Allahabad-Patna Inland Water Transport Project with Netherlands

645. **DR. B.L. SHAIKESH :** Will the Minister of TRANSPORT be pleased to state :

(a) whether the Netherlands Government has shown interest in the finalisation of the inland water transport pilot project of Ganga from Allahabad to Patna and funding it ;

(b) if so, the progress made so far in the Allahabad-Patna inland water transport project ; and

(c) how Government propose to avail themselves of the Dutch offer and finalise this project ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes, Sir.

(b) A scheme for pilot project on the river Ganga between Patna and Allahabad has been sanctioned (on 19.1.85) and the Side Letter for execution of the scheme has been signed by the Governments of Netherlands and India on 4.10.85 and action for implementation of the scheme has been initiated.

(c) Under the scheme the Government of Netherlands will meet the cost of certain input materials etc. for operation of transport services etc.

Computerisation of Reservations

646. **SHRI HARI KRISHNA SHASTRI :** Will the Minister of TRANSPORT be pleased to state :

(a) at what railway stations, passenger reservations have been computerised so far ;

(b) at what other stations, computerisation is scheduled to be introduced during the rest of the current financial year ; and

(c) what is the programme drawn up for computerisation of passenger and freight reservations in the Seventh Five Year Plan ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b). Passenger reservations have not so far been computerised at any railway station. Some attempts have however, been made to do so at Bombay and Calcutta, for a few trains. A Pilot Project for computerisation of all reservations in Delhi area is, however, currently under implementation in two phases. In the first phase, likely to be completed in the current financial year, all upper class and lower class reservations being done at New Delhi will be computerised.

(c) During the Seventh Five Year Plan, it is proposed to provide computerised passenger reservation systems at other metropolitan cities of Calcutta, Bombay and Madras also. Computerisation of freight operations has also been planned and included in the Seventh Five Year Plan.

Making Visakhapatnam Port Trust Authority Responsive to the needs of Port Users

647. **SHRI T. BALA GOUD :** Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware of the need for an effective system for grievance redressal at Visakhapatnam Harbour ;

(b) the steps Government are taking to bring the Port Trust Authority more responsive to the needs of various users of the Port ;

(c) whether work has been unduly delayed in the last three years in the Outer Harbour Project and Oil Berth ; and

(d) the other steps which are being contemplated to improve the Port Administration at Visakhapatnam ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) :

(a) Visakhapatnam Port Trust have set up a Public Grievances Cell for trade and port users in pursuance of the instructions of the Government to have an effective system of grievance redressal.

(b) Various steps have been taken by the Port Trust to meet the needs of various port users by providing necessary facilities. Requirements of trade and port users are discussed with their representatives at various levels in the Port Trust. Daily operational meetings are taken by traffic officers to sort out problems of port users. Special review meetings are also held by Chairman/Deputy Chairman to watch closely the performance of the sensitive cargo vessels and also to monitor the operations according to the traffic projections. In these meetings, various requirements put forth by port users including problem, if any, are discussed and remedial steps taken.

(c) For various reasons, there were some delays in the works relating to General-cum-Bulk Cargo Berth, since commissioned and Oil Berth, ready for commissioning.

(d) Streamlining of the working of Ore Handling Complex, setting up of Special Procurement Groups to attend to immediate requirements of materials and equipment, constitution of Maintenance Squads for attending to maintenance and repairs work of the equipment in shifts, etc. are the steps taken to improve the port operations. Apart from these, a Central Documentation Centre is also being set up for the facility of users.

Fire incidents at Indian Airlines Air Hostess Training Centre at Safdarjung Airport.

648. **SHRI GURUDAS KAMAT :** Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that goods worth about rupees 20 lakhs were destroyed in a fire at the Indian Airlines airhostess training centre at Safdarjung Airport on 30th October, 1985 ;

(b) if so, whether the causes of the fire have been investigated ; and

(c) if so, the findings thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) The extent of the loss is still being assessed.

(b) and (c). The cause of the fire is under investigation by the Police authorities.

Poor quality of Edibles sold between Delhi and Nagpur Railway Stations

649. **SHRI BANWARI LAL PUROHIT :** Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that there has been a deterioration in both quality and quantity of edibles sold at the railway stations especially between Delhi and Nagpur Railway Stations ;

(b) whether it is also a fact that complaints of poor service and quality of edibles have been brought to the notice of the authorities at several railway stations between Delhi and Nagpur ; and

(c) if so, steps contemplated by Government to improve the quality and quantity of edibles at Railway stations ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) No, Sir.

(b) During April to September 1985, some complaints were recorded at 9 important stations on Delhi-Nagpur route. At the same stations, very large number of appreciations were also received during the same period.

(c) Steps taken or proposed to be taken to improve catering service include use of better ingredients, better quality of tea leaves, intensification of inspections and checks, and action against defaulters.

[Translation]

Construction of a fly-over on Mehrauli-Badarpur Road Railway Crossing

650. **SHRI BHARAT SINGH :** Will the Minister of TRANSPORT be pleased to state :

(a) whether extreme difficulties of traffic are being experienced because railways level crossing on Mehrauli-Badarpur road mostly remains closed ;

(b) if so, whether Government propose to construct a fly-over to solve this problem ; and

(c) if so, the details thereof ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Yes, Sir.

(b) and (c) The work of construction of a road under bridge in replacement of the level crossing situated within the station limit of Tughlakabad yard has been included in the Works Programme. The Railways' share of the cost is Rs. 111 lakhs and that of the Municipal Corporation of Delhi Rs. 908 lakhs.

[English]

**Working Groups Recommended by
Committee on Road Safety**

651. DR. G. VIJAYA RAMA RAO : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Committee on Road Safety in its report of 1983 have recommended setting up of three working groups on (i) legislative amendments, education, publicity, reorganisation of traffic and administrative set ups, (ii) Traffic Engineering and (iii) for Data-base ;

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

(c) whether road safety has improved as a result of implementation of various recommendations of these working groups ; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). The Committee on Road Safety in its Report has recommended setting up of Working Groups on certain legislative amendments to Motor Vehicles Act, 1939, on matters of traffic enforcement arrangements and certain aspects of education and publicity measures.

As for Traffic Engineering and Data-base, the Committee has only suggested to consider the feasibility of setting up Working Groups. With regard to these, the Special Cell in the Directorate of Transport Research is entrusted with the

work of collection and analysis of road accidents. The State Governments have been advised to set up Traffic Engineering Cells.

A Working Group has been set up to review all the provisions of the Motor Vehicles Act, 1939 to update the same and suggest suitable changes including those required from road safety point of view. Its work is in progress. A Working Group set up by Ministry of Human Resources Development is going into the question of detailed Work Plan relating to educational and publicity measures on road safety.

(c) Reports of the Working Groups are awaited.

(d) Question does not arise.

[Translation]

River Water Disputes between States

652. DR. PHULRENU GUHA :

SHRI HUSSAIN DALWAI :

SHRI MOOL CHAND DAGA :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether some river water disputes between States are pending solution ;

(b) if so, the details thereof ;

(c) the contentions of the different States involved in such disputes ;

(d) the steps taken/proposed to expedite solution of these disputes ; and

(e) the progress achieved in the matter during the last three years ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (e). At present there are two major inter-state river water disputes relating to the sharing of waters of (1) the Cauvery River amongst Karnataka, Kerala, Tamil Nadu and Union Territory of Pondicherry (2) Yamuna River amongst Uttar Pradesh, Haryana, Rajasthan, Himachal Pradesh and Union Territory of Delhi.

Efforts are being made to settle the differences amongst the States through

negotiations. In respect of Cauvery Dispute, as agreed to in the Chief Ministers' level meeting convened in April, 1983, the Chief Ministers of Karnataka and Tamil Nadu have been holding bilateral discussions to sort out the main issues. Recently, a meeting of Irrigation Secretaries was convened by Centre to review the situation. In respect of Yamuna Dispute, Chairman, Central Water Commission conducted a series of technical level discussions with officials of the State Governments concerned and general agreement on issues like identification of building storages on Yamuna and its tributaries for further following up by the States has been reached.

[English]

Allocation of Funds for Human Resource Development

653. SHRI SOMNATH RATH :

SHRI RAMSWAROOP RAM :

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

(a) whether any special fund allocations have been made for Human Resource Development, over and above the normal plan ; and

(b) if so, what portion of the fund will be utilized for education and in which manner ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b). In finalising plan outlays the allocations for Human Resource Development were increased by Rs. 1500 crores, of which Rs. 540 crores have been provided for education. Rs. 200 crores for culture and Rs. 200 crores for sports and youth services.

[Translation]

Railway Passes to Freedom fighters.

654. SHRI NIRMAL KHATRI : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are considering any proposal to issue permanent railway passes to freedom fighters for their free travel ; and

(b) if so, details thereof ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b). The scheme for the grant of free railway passes to the freedom fighters has now been finalised.

Under the scheme First Class Complimentary Cheque Passes will be issued to the freedom fighters, who are drawing pension from the Central Revenues under the Swatantrata Sainik Samman Pension Scheme. It will be a one time pass connecting any two railway stations, including a circular pass, as given in the railway time tables. The pass will also be given to the spouse or attendant of the freedom fighter.

The scheme will be implemented with effect from 1st December 1985.

[English]

Steps to meet Shortfall in Wagons

655. SHRI BALASAHEB VIKHE PATIL : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that during 1984-85 due to acute shortage of wagons the railways could not move fertiliser and coal to different destinations in the country and this had an adverse effect on the allied industries also ;

(b) if so, what has been the supply and demand position of the railways during the current year ;

(c) how many new wagons have been added during 1985 and the projections for 1986 and 1987 ; and

(d) to what extent this will meet the requirement of the trade and industry and steps being taken to meet the shortfall if any ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) No, Sir.

(b) Does not arise.

(c) 12371.5 wagons in terms of four-wheeled wagons were manufactured in 1984-85. 3347.5 wagons in terms of four-wheeled wagons have been manufactured upto October '85 against the plan to procure 12544 wagons in terms of four-wheeled wagons in 1985-86. It is proposed to procure tentatively 15,000 wagons in terms of four-wheeled wagons in 1986-87. The actual offtake will, however, depend on the availability of funds.

(d) With the acquisition of additional wagons, a marginal gap between demand and supply will still persist. While the railways will try to meet the shortfall to some extent, by improving the productivity the rail users can help by evening out the demand for wagons and spreading it evenly over the year.

Clearance of Telugu Ganga Project

656. SHRI S.M. BHATTAM :

SHRI G.S. BASAVARAJU :

SHRI V. SOBHANADREESWARA
RAO :

SHRI H.N. NANJE GOWDA :

SHRI B.V. DESAI :

Will the Minister of WATER
RESOURCES be pleased to state :

(a) the present stage of the Telugu Ganga project with reference to clearance of the same by the Centre;

(b) the objections raised by the adjoining States and the views of the Andhra Pradesh Government on the same ; and

(c) whether the Centre received from Andhra Pradesh Government replies to all queries of the Centre ?

THE MINISTER OF WATER
RESOURCES (SHRI B.
SHANKARANAND) : (a) The Telugu Ganga Project is under technical scrutiny in Central Water Commission in consultation with the Government of Andhra Pradesh. The State Government is also required to sort out the Inter State aspects with the States of Maharashtra and Karnataka. The project is also required to be cleared from the environmental angle and the forest area clearance under the Forest Conservation Act, 1980.

(b) The Government of Karnataka and Maharashtra are of the view that the project is not in conformity with the decisions of the Krishna Water Disputes Tribunal and the provisions of the 1977 Inter State Agreement regarding the diversion of 15 TMC of Krishna waters for Madras city water supply. However the Government of Andhra Pradesh is of the view that it is entitled to use the surplus flows in the Krishna river.

(c) No, Sir.

Abortions Following Pre-Natal Sex-Determination Tests

657. SHRI AMAR ROYPRADHAN :
Will the Minister of HEALTH AND
FAMILY WELFARE be pleased to state :

(a) whether it is a fact that abortions following pre-natal sex-determinations tests through amniocentesis are being carried out in India; and

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

THE DEPUTY MINISTER IN THE
DEPARTMENT OF FAMILY WELFARE
(SHRI S. KRISHNA KUMAR) : (a) and
(b) The Medical Termination of Pregnancy Act does not provide protection against the offence of abortion under the Indian Penal Code, if it is done merely on the basis of the sex of the foetus. Instructions have been issued to the States to take appropriate action against those who indulge in pre-natal sex determination tests for the sake of abortion.

Package Tours for Buddhist Pilgrims by Vayudoot

658. SHRI SATYENDRA NARAYAN
SINHA : Will the Minister of
TRANSPORT be pleased to state :

(a) whether Vayudoot plans to introduce package tours for Buddhist pilgrims from abroad through the Buddhist Centres in Bihar ;

(b) if so, the details thereof; and

(c) the expected response therefor ?

THE MINISTER OF STATE IN THE
DEPARTMENT OF CIVIL AVIATION

(SHRI JAGDISH TYTLER) : (a) No, Sir. No such package tour is contemplated at present.

(b) and (c) Do not arise.

Jumbo Jet Affected by Bird Hit

659. SHRI V. SOBHANADREESWARA RAO :

SHRI M. RAGHUMA REDDY :

Will the Minister of TRANSPORT be pleased to state :

(a) whether Government's attention has been drawn to the Press report appearing in Hindustan Times dated 12 September, 1985 wherein it has been stated that an Air India Jumbo Jet carrying 299 passengers on scheduled flight to Bombay and Rome had a narrow escape when one of its engines was affected by a bird-hit just before the take off ; and

(b) if so, the details thereof and the remedial steps taken by the Government of India ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b). Yes Sir. While on its take-off run at Delhi airport on a scheduled flight to Rome on 11-9-1985 at approximately 0700 hours IST, one engine of Air India's B-747 Jumbo Jet failed. The pilot aborted the take-off and the aircraft was taken to the parking bay. An examination revealed that the engine had been hit by a vulture. During the taxiing, some tyres also got deflated. All the passengers and the crew were safe.

Various measures such as cutting of grass around the runway strips and spraying of insecticides, use of incinerators for burning garbage, shooting of birds at airports, installation of sodium vapour lights on the operational area and airfields, and enforcement of provisions of Rule 81-B of the Aircraft Rules, 1937 are being adopted. Clearance of slums around airports, creating public awareness regarding environments cleanliness around airfields through various publicity media is also in hand. Constant vigil is being maintained to prevent clandestine slaughter of animals, setting up of unauthorised meat and fish

shops, butcheries etc. within a radius of 10 kilometres around airfields to prevent concentration of birds near airports.

Inquiry into Kanishka Crash

660. SHRI DHARAM PAL SINGH MALIK :

SHRI MANIK REDDY :

SHRI R.M. BHOYE :

Will the Minister of TRANSPORT be pleased to state :

(a) whether the Inquiry Commission set up to inquire into the causes of Kanishka air crash on 23 June, 1985 killing all the 329 passengers on board has since submitted its report to Government ;

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

(c) the time by which the report is likely to be submitted to Government ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) No Sir.

(b) and (c) As per the notification of appointment, the Court investigating the Kanishka crash has been asked to furnish its report to the Government by 31 December, 1985.

Standing Committee of Ministers to Formulate Policy for Family Planning

661. SHRI YASHWANTRAO GADAKH PATIL :
(SHRI R. M. BHOYE :

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

(a) whether Government have set up a Standing Committee of Ministers to formulate policy for Family Planning ;

(b) if so, what is its composition and approach to the Family Planning programme;

(c) whether State Governments will be associated with the formulation of programmes; and

(d) whether it is proposed to elicit the co-operation of voluntary organisations in implementation of the policy and programme, if so, how ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI KRISHNA KUMAR, : (a) and (b). No Sir. However, as one of the various initiatives taken in order to step up the activities of the Voluntary Organisations in the Family Welfare Programme, a proposal to set up a High Level Standing Committee consisting of the Ministers of the Ministries/Departments of Health and Family Welfare, Human Resources, Labour, Welfare, Agriculture and Rural Development and Information and Broadcasting, is under the consideration of the Government. It is proposed that this Committee, when constituted, will formulate the policy for integration of Family Welfare with other social welfare and developmental activities.

(c) Yes Sir ; the Central Family Welfare Council with Health Ministers of the State Governments/Union Territory Administrations as Members, has already been functioning under the Chairmanship of Union Minister for Health and Family Welfare to review the progress of Family Welfare Programme periodically and to advice the Government on formulation of Policies and Programmes.

(d) Yes Sir ; Voluntary Organisations are being actively involved in the promotion of Family Welfare Programmes for providing information, education and communication as well as services to the people.

Electrification Schemes Throughout the Country During 1985-86.

662. **SHRI V.S. KRISHNA IYER :** Will the Minister of TRANSPORT be pleased to state :

(a) how many electrification schemes are proposed to be undertaken throughout the country by railways during 1985-86 ; and

(b) how many of them come under Southern Railways ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b). In addition to the electrification of Dhaulpur-

Itarsi-Nagpur-Vijayawada, Godhra-Ratlam^a Gangapur City-Mathura, Bhusawal-Nagpur-Drug, Chandrapura Complex and Katpadi-Jolarpettai Sections, where the electrification works are in progress, electrification of Tundla-Agra-Bayana and Champa-Gevra Road Sections have been approved during 1985-86 as new schemes.

Out of the above schemes, electrification of Katpadi-Jolarpettia section falls on the Southern Railway, and electrification works on this section are expected to be completed during 1985-86.

Electrification of Railway Line in Kerala

663. **PROF. P. J. KURIEN :**

SHRI T. BASHEER :

Will the Minister of TRANSPORT be pleased to state :

(a) whether any estimate has been made about the total cost of electrification of railway lines in Kerala ;

(b) if so, the details thereof ?

(c) whether it is a fact that Kerala is one of the very few States where not a single line has so far been electrified ;

(d) if so, whether Government have any proposal to undertake electrification of at least some sectors in Kerala ; and

(e) if so, the details thereof ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) No, Sir.

(b) Does not arise.

(c) Yes, Sir.

(d) No, Sir.

(e) Does not arise.

[Translation]

Mountaineering Teams for Himalayan Expedition

664. **SHRI MADAN PANDEY :** Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) how many mountaineering teams participated in the Everest expedition this year and the number of climbers died

during these expeditions and the factors responsible for their deaths ; and

(b) whether Government have ascertained the causes of their death and taken measures to avoid such accidents in future ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN WELFARE (SHRIMATI MARGARET ALVA) : (a) and (b). A statement is given below.

Statement

According to the information available, the only Indian expedition which attempted to scale the Everest during the year was put up by the Army Adventure Foundation, a voluntary organisation registered under the Registration of Societies Act, 1960. The expedition consisted of 33 members. Five members of the team died during the expedition. One climber died due to a fall on 7.10.85 and four others died due to a combination of exhaustion, dehydration and blizzard conditions on the night of 10/11th October, 1985.

2. Adventure as a sport implies a high risk factor especially in mountaineering. Participation in such activities is on purely voluntary basis. Mountaineering expeditions, particularly those attempting to scale the Everest are expected to include persons who are highly skilled and are also fully aware of the risks involved. In such voluntary endeavours involving high risk, the participants are expected to take the necessary measures for their safety themselves.

Inquiry into Disturbances in National Book Fair 1985 in Patna

665. SHRI KALI PRASAD PANDEY : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) whether the Ministry have received any memorandum/letter for conducting an inquiry into the disturbances created in the National Book Fair organised in Patna in the beginning of October, 1985 ;

(b) whether it is a fact that the inauguration of this fair organised by National Book Trust was postponed by one day and if so, the reason thereof ;

(c) whether many reports have been published about corruption, favouritism and irregularities prevailing in the Trust : and

(d) if so, whether Government propose to conduct a high level inquiry into these matters and appoint a new Chairman as early as possible ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b). Yes, Sir. The inauguration of the National Book Fair was postponed by one day. The Chairman National Book Trust has appointed a committee to inquire into the reasons for the postponement of the National Book Fair held at Patna in October, 1985.

(c) and (d) Reports have appeared in Newspapers making critical observations about the working of the National Book Trust. The activities and programmes of the Trust are reviewed by the Executive Committee and the Board of Trustees periodically. The Government, therefore, does not propose to appoint a Committee to inquire into the affairs of N.B.T. A new Chairman of the Trust is likely to be appointed shortly.

[English]

Facilities for Male Patients at Sucheta Kripalani Hospital

666. SHRI MUKUL WASNIK : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the members of the Resident Doctors Association and the students of the Lady Harding Medical College and associated hospitals, New Delhi have been demanding provision of facilities for male patients at the Sucheta Kripalani Hospital and ensuring minimum requirements of a medical college hospital like proper casualty, emergency ward, intensive care unit, coronary care unit, blood bank and safe water supply ;

(b) if so, whether Government have taken note of the problems ; and

(c) the action contemplated in the matter ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b). Yes Sir.

(c) Arrangements already exist for providing clinical training to students of medical college in Dr. Ram Manohar Lohia Hospital where they are allowed to examine male patients. The college authorities have initiated further action to meet the more urgent demands of the resident doctors/students of Lady Harding Medical College and associate hospitals.

Indian Airlines Routes Sustaining Losses

667. SHRI V.S. VIJAYARAGHAVAN : Will the Minister of TRANSPORT be pleased to state :

(a) the details of routes being operated by the Indian Airlines which are making losses ;

(b) the reasons therefor ; and

(c) the steps being taken to eliminate the losses ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Out of the 139 services operated by Indian Airlines, 93 services failed to realise the total cost of operation.

(b) The reasons for the losses, inter alia, are as under :

(i) Indian Airlines operate certain hopping flights with shorter lengths resulting in increased cost of operations.

(ii) Operations with turbo prop aircraft are relatively uneconomical.

(iii) Poor load factor on some of the sectors.

(iv) Lower fares being charged in the North-Eastern regions.

(c) Various steps taken by the Airlines to reduce losses are :

(i) increasing aircraft utilisation :

(ii) strengthening of routes and encouraging passengers to purchase tickets from Airlines' own booking offices resulting reduction in the booking agency commission payable to agents.

(iii) intensive marketing efforts by introduction of promotional/ concessional fares and rationlization of schedules.

Collaboration with Dutch Government for Improvement of Sand by-Pass at Paradip Port and Development of Oil and Coal Facilities

668. SHRI BRAJAMOHAN MOHANTY : Will the Minister of TRANSPORT be pleased to state :

(a) whether any collaboration agreement reached or is under negotiation with Dutch Government for improvement of sand by-pass at Paradip Port and for development of oil and coal facilities in Paradip Port ;

(b) if so, the details thereof :

(c) whether any investigation has been done in this regard and any project report prepared ;

(d) if so, the details thereof ; and

(e) when the process of implementation of the project is proposed to be initiated ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) :

(a) and (b). An agreement was executed by Paradip Port Trust with a Dutch firm in January, 1985 for capital dredging for sand trap, channel, basin and fertiliser berth under Dutch Bilateral Assistance. The firm completed the dredging of the channel, fertiliser berth and a portion of the sand trap and the balance portion of the sand trap will be done by the Dutch firm in the ensuing fair season.

(c), (d) and (e) For Development of coal handling facilities M/S. ESTS BE IJMUIDEN of Holland have been entrusted with preparing a feasibility report on the possibility of improving the performance of the present iron ore handling plant to its designed capacity of 4 million tonnes per annum and for using the spare

capacity of plant for handling coastal coal. Implementation of the project will be considered after receipt and examination of the feasibility report. At present there is no proposal under the consideration of the Government for development of oil facilities at Paradip Port.

Indian Doctors in USA to Help in a Programme of Continuing Medical Education in Some Indian Institutions

669. SHRI SRIHARI RAO : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that Indian Doctors in USA have worked out a scheme to help in a programme of continuing Medical Education in some of the Indian Institutions ;

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

(c) details of such Institutions selected in India State-wise where medical studies would be conducted ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c). Representatives of the American Indian Medical Association (AIMA) had intimated that they would like to offer the services of doctors of Indian origin who are on home leave to visit Medical Colleges and other Institutions for giving lectures, holding seminars, symposia and demonstrating their skills. The Medical Council of India has been designated as the nodal point for implementing the programme. For the year 1985, it has been decided that the scheme will be taken up for implementation in the following specialities and Institutions :

- | | |
|--|---|
| 1. Urology | SMS Medical College, Jaipur. |
| 2. Cardiology and Cardio-thoracic Surgery. | (i) G.S. Medical College; and
(ii) KEM Hospital, Bombay. |
| 3. Neurology and Neuro-Surgery. | Apollo Hospital, Madras. |
| 4. Gastro-entriology | G.B. Pant Hospital, New Delhi. |

Vayudoot Services to Kargil

670. SHRI P. NAMGYAL : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Vayudoot services in Jammu and Kashmir sector connecting Srinagar, Jammu and some other stations are to be started in the near future in view of the persistent demand from the people of these areas ;

(b) whether it is also a fact that Kargil which remains cut off from the rest of the country for over six months in a year, has not been proposed by the Civil Aviation Department for starting of Vayudoot service inspite of an assurance given to this effect by the Prime Minister ;

(c) whether it is also a fact that Kargil air field has already been commissioned and landings resumed recently ;

(d) if so, whether he will consider on priority to start Vayudoot services to Kargil ; and

(e) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Yes, Sir.

(b) Vayudoot proposes to operate air services to some stations in Jammu and Kashmir with a Dornier aircraft. This non-pressured aircraft is not capable of operating to Kargil which is at an elevation of 9575 feet above mean sea level.

(c) Kargil is a defence air field and no civil operations have been planned to this station so far.

(d) and (e) Introduction of a Vayudoot service to Kargil can only be considered subject to (i) approval by the Defence authorities to operate civil services from/to Kargil airfield, (ii) acquisition by Vayudoot of an aircraft suitable for operations at that altitude and (ii) economic viability of operations.

Financial Assistance for Construction of a New National Highway Between Manipur and Assam from Kangpokpi to Diphu

671. SHRI N. TOMBI SINGH : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government of Manipur have requested the Union Government for financial assistance for construction of a new National Highway between Manipur and Assam from Kangpokpi to Diphu ;

(b) if so, the details thereof ; and

(c) if not, whether Government are aware that the present outlet from Imphal via Dimapur is inadequate and needs another alternative road to touch the Tinsukia Mail and Assam Mail rail lines ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) No, Sir.

(b) Does not arise.

(c) The Government of India are primarily concerned with the roads declared as National Highways only. Since the alternative road mentioned by the Hon'ble Member would form a part of State road network, the State Governments of Manipur and Assam are responsible for its construction and ancilliary matters.

Conducting Hydrogeology Survey in the Country

672. SHRI AMARSINH RATHAWA :
SHRI CHINTAMANI JENA :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Government are considering to conduct hydrogeology survey in the country and particularly in drought prone and tribal areas of the country to develop ground water resources ;

(b) if so, steps taken in this respect and the result achieved ; and

(c) the details of the area likely to be surveyed and by when this work is likely to be completed ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c). The Ground Central Water Board is already conducting hydrogeological surveys, in the country, including the drought prone and tribal areas for planning the development of ground water resources. Under these surveys, out of a total geographical area of 32.88 lakh square kilometres of the country, the Board has already covered upto the end of Sixth Five Year Plan an area of 20.32 lakh square kilometres, including drought prone and tribal areas. The balance area is proposed to be covered by hydrogeological surveys and other modern techniques like remote sensing during the Seventh Five Year Plan.

Note on Health Education by Indian Council of Medical Research

673. SHRIMATI KISHORI SINHA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the Indian Council of Medical Research has prepared a note on health education ;

(b) if so, whether this note is critical of the outcome of the preventive medical care education provided to some villages ;

(c) whether Government are proposing reorganising preventive medical care particularly in villages ; and

(d) if so, details thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) No, Sir.

(b) However, ICMR have recently received a study report from an Investigator in receipt of a study grant from ICMR in which some shortcomings in the health education programme in three states have been highlighted.

(c) and (d) ICMR are yet to appraise the report, the methodology used and the validity of the conclusions drawn. It is, therefore, premature to consider taking any action.

[Translation]

Fake Tickets and Coupons in DTC Buses

674. SHRI SHANTI DHARIWAL : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government's attention has been drawn to the news item under the caption 'Buson Mein Jali tickets-jali-coupons' (Fake tickets-fake coupons in buses) appearing in the "Nav Bharat Times" dated 17 September, 1985 ;

(b) if so, the action taken by Government in this regard so far ;

(c) the extent of financial loss suffered by Government due to this so far ;

(d) the comprehensive steps taken by Government to check it ; and

(e) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes Sir.

(b) to (e) The reporter of Nav Bharat Times was contracted to provide the coupons in question but inspite of best efforts by the Corporation, the coupons were not made available, in the absence of which neither the genuineness of the coupons could be ascertained nor any further action can be taken. So far no case of duplicate coupons has come to the notice of D.T.C. authorities.

Railway Repair Workshop at Bhopal

675. SHRI SUBHASH YADAV : Will the Minister of TRANSPORT be pleased to state the present position in regard to setting up of a railway repair workshop in Bhopal ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : The entire land required for coach repair workshop at Bhopal has been taken over by the Central Railway. Advance payment of Rs. 60.00 lakhs has been made to the Land Acquisition Officer Bhopal as compensation. Preliminary works, such as construction of Security wall and setting up of construction organisation etc. have

already been undertaken. Action for expediting the progress of the work is in hand.

[English]

Import of Lubricants.

676. PROF. RAMKRISHNA MORE :
DR. A.K. PATEL :
SHRI C. JANGA REDDY :

Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that while indigenous lubricant produced by Public Sector Indo-US venture (Lubrizol) is equally good, railways have preferred to import the stuff costing the country considerable foreign exchange ;

(b) if so, what is the quantity of the lubricant imported by the railways during the last three years (year-wise) and the amount of foreign exchange involved ; and

(c) the reasons for importing the lubricant when it is available indigenously ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Railways do not import Lubricants which are obtained from the two Public Sector Companies (viz) M/s. Indian Oil Corporation and M/s. Hindustan Petroleum.

(b) Does not arise.

(c) Does not arise,

[Translation]

Introduction of Mixed Fuel Operated Buses in Delhi.

677. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Government propose to introduce mixed fuel operated buses in Delhi ;

(b) if so, the time by which these buses are proposed to be introduced ;

(c) whether mixed fuel operated buses have earlier been plied at any place ;

(d) if so, the names of such places ; and

(e) if not, whether such buses are proposed to be plied on experimental basis ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (e). As a part of the Research Project on alternative fuels to diesel, for automotive application, Indian Institute of Petroleum has conducted extensive laboratory trials, which envisage the possibility of using methanol blends as mixed fuel for trucks and buses. Field trials are to be conducted by them. DTC has agreed to make available a few buses for conducting of such field trials.

Mixed fuel buses (Diesel-LPG) have been tried in Madras and LPG/Natural Gas by VRDE in Maharashtra on experimental basis.

[English]

Modernisation and Expansion Plan with World Bank Aid and Construction of Wagons

678. SHRI P. KOLANDAIVELU : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Indian Railways have got a programme of Modernisation and expansion with World Bank Aid ;

(b) if so, what is the estimated cost of the programme ;

(c) whether the programme includes more construction of railway wagons ; and

(d) whether it is a time bound programme ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) The World Bank have extended assistance for some Railway Projects, mainly for modernisation of workshops, electrification and procurement of equipment.

(b) The assistance offered under one on-going credit/loan is \$ 400 m and under another on-going loan Rs. 280 m.

(c) The assistance is also available for procurement of components for manufacture of wagons.

(d) Yes, Sir.

Helicopter Corporation

679. SHRIMATI JAYANTI PATNAIK : Will the Minister of TRANSPORT be pleased to state :

(a) whether the proposed state-run Helicopter Corporation will be exclusively under the State Governments ;

(b) if so, the steps taken to acquire adequate number of helicopters ; and

(c) the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) No, Sir. The Helicopter Corporation of India has been registered under the Companies Act, 1956 as a Government Company with 51% equity contribution by Central Government and 49% by Oil and Natural Gas Commission.

(b) and (c) The type and number of helicopters to be acquired by the Company are under consideration.

Advance Reservation of Railway Tickets Berths at Premium

680. SHRI M. RAGHUMA REDDY : Will the Minister of TRANSPORT be pleased to state :

(a) whether he is aware that due to the system of advance reservation on the Indian Railways, all the seats/berths on the Indian Railways are blocked in advance by people/agencies who sell tickets at premium;

(b) whether it is a fact that salaried people cannot get leave months in advance and businessman also cannot fix a date in advance for their business tours and therefore have perforce to get reservation at premium business no information is available in trains at short notice.

(c) whether he is thinking of any measures to ensure that one can travel at short notice in an emergency ; and

(d) if so, details of the measures proposed to be taken ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) No, Sir, this is not correct.

(b) In respect of certain short distance mail-express trains, advance reservations are opened only 3 to 10 days in advance. In respect of long distance trains, advance planning is normally feasible for journeys undertaken during vacations in schools, colleges, courts, etc. or in connection with marriages other social/cultural gathering/functions, business conferences, etc. including by salaried and business communities. It is only during such periods of vocations, marriage/festival seasons etc. that accommodation in trains gets booked up fairly in advance. During other periods, train accommodation is normally available even at short notice.

(c) and (d) No, Sir. Any special arrangement for passengers to get reservation at short notice is bound to be abused and lead to further malpractices in reservations.

Lateral Road Project

681. SHRI D.L. BAITHA : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the development of Lateral Road Project was proposed and financed by Government ; and

(b) if so, the details thereof and the present position of the road and the finance for the same ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes Sir ;

(b) The Lateral Road Project consists of the main road between Bareilly in Uttar Pradesh and Amingaon in Assam via Lakhimpur, Bahariach, Basti, Gorakhpur, Kasia, Pipra, Muzafarpur, Barauni, Purnea, Phulwaria, Arraria, Bahadurganj, Thakurganj, Hashimara, Kochurgaon, Sidli and the spurs from Sagauli to Bettiah, Muzafarpur to Darbhanga and Arraria to Forebesganj in Bihar. The roads under this Project were developed and completed by the concerned State Governments during 1962-1973 with financial assistance from the Government of India.

[Translation]

Purchase of Helicopters and Setting up of Helicopter Corporation

682. PROF. NIRMALA KUMARI SHAKTAWAT :

SHRI CHINTAMANI JENA :

Will the Minister of TRANSPORT be pleased to state :

(a) the time by which the Helicopter Corporation is likely to be set up and the number of helicopters proposed to be possessed by this corporation indicating the names of countries as also the companies from which there helicopters are likely to be purchased ;

(b) whether besides hilly areas, the places of tourist interest are also proposed to be linked with major Airports through Helicopter service ; and

(c) the sitting capacity of these helicopters ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) The Helicopter Corporation of India has been registered, as a Government company, under the Companies Act, 1956 on the 15th of October, 1985. The number and the type of helicopters to be purchased by the company is under consideration.

(b) The demand for helicopter services, inter-alia, for tourist charters has been surveyed by an Experts Committee whose report is under consideration. The provision of helicopters for tourist charters will depend upon availability of aircraft capacity, development of necessary infrastructure and economic viability of operations.

(c) The sitting capacity of helicopters will depend on the type of helicopter (s) selected.

Bagmati Irrigation Project

683. SHRI R.S. KHIRHAR : Will the Minister of WATER RESOURCES be pleased to state:

(a) whether Bagmati Irrigation Project has been under construction in district Sitamarhi (Bihar) for the last 15 years;

(b) whether huge amount has been spent and hundreds of acres of land of the farmers has submerged under canal and dam water; and

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

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c). Bihar Government has intimated that the works on Bagmati Project were started in 1970-71 and an expenditure of Rs. 27.77 crores has been incurred upto September 1985 and that the barrage and the canal work are not yet taken up and hence there has been no submergence of farm land on this account. The State Government propose to complete the project by the end of VIII Five Year Plan, subject to availability of funds.

[English]

Centres for Coronary Angiograms and Coronary bypass Surgery in India

684. **SHRI MOOL CHAND DAGA :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) which are the centres in India doing coronary angiograms and coronary bypass surgery;

(b) what is the criteria adopted for sending patients abroad for coronary bypass surgery;

(c) how much of the State funds have been spent in sponsoring such cases to centres abroad during the last three years; and

(d) how far it is justified in sending such cases abroad on State expenses when the same facilities are available in India and the same funds could be utilised for the masses who are without basic medical care ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNAKUMAR) : (a) A list indicating the names of the hospitals doing

coronary bypass surgery including coronary angiograms is given below.

(b) There is no system under the Central Government to either send or sponsor any patient for treatment abroad. There are the usual guidelines laid down by the Reserve Bank of India for releasing foreign exchange for medical treatment abroad on the basis of medical opinion about the non-availability of such facilities within the country and the desirability of availing of such treatment abroad. Government however does permit limited reimbursement of medical expenses incurred on treatment abroad by Central Government employees who avail of such treatment on their own in certain exception circumstances and restricted to certain specified cases.

(c) and (d) Do not arise in view of (b) above.

List of the Hospitals doing Coronary bypass Surgery

1. Southern Railway Headquarters Hospital, Perambur, Madras.
2. Christian Medical College and Hospital, Vellore.
3. E K.E.M. Hospital, Bombay.
4. Jaslok Hospital, Bombay.
5. Sree-Chitra Tirumal Institute of Medical Sciences and Technology, Trivandrum.
6. All India Institute of Medical Sciences, New Delhi.
7. G.B. Pant Hospital, New Delhi.
8. Bombay Hospital, Bombay.
9. Apollo Hospital, Madras.
10. Nanavati Hospital, Bombay.
11. Breach Candy Hospital, Bombay.
12. Kasturba Hospital, Manipal.

Sanskrit University at Kaladi Kerala

685. **PROF. K.V. THOMAS :** Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state whether Government have got any proposal

to start a Sanskrit University at Kaladi, Kerala which is the birth place of Sree Sankara ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : No such proposal is under the consideration of Government.

Payment of Share by Rajasthan on Construction of Sardar Sarovar Project in Gujarat

686. SHRI RANJIT SINGH GAEKWAD : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the Rajasthan Government has yet to pay its share of expenditure on the construction of Sardar Sarovar Project ;

(b) the share of expenditure to be paid by the Rajasthan Government ;

(c) how long it is in arrears ; and

(d) whether the other two beneficiary States, viz Maharashtra and Madhya Pradesh have already paid their respective shares of expenditure on the project ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKRANAND)

(a) Yes, Sir,

(b) Rs 11.01 crores upto March, 1985.

(c) The annual share contribution from the starting of execution of the project in 1979-80 are in arrears from the respective year.

(d) The Governments of Maharashtra and Madhya Pradesh have paid substantial amounts of their share to Government of Gujarat.

Diversion of Surplus Funds of Bombay Port Trust to other Ports.

688. SHRI B. V. DESAI :
SHRI SHARAD DIGHE :

Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are planning to divert a substantial portion of the surplus funds of Bombay Port Trust to less fortunate ports in the country, if so, the reasons thereof ;

(b) whether his Ministry has issued a directive under the Major Port Trusts Act asking BPT to give loans to ports which are starved of funds ;

(c) whether it is a fact that Government do not propose to increase the capacity of the Bombay Port during the Seventh Plan ;

(d) whether the Planning Commission has now reduced the 7th Plan outlay for ports ; and

(e) if so, the main reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) :

(a) Bombay Port Trust has been requested to make available part of the surplus funds for financing the Plan Project of some of the other Major Ports.

(b) No, Sir.

(c) The Government have approved a number of schemes which will increase the capacity of the Bombay Port during 7th Plan.

(d) No, Sir.

(e) Does not arise.

Irrigation Projects in Kerala Awaiting Clearance

689. SHRI K. KUNJAMBU : Will the Minister of WATER RESOURCES be pleased to state :

(a) the names of major and medium irrigation projects in Kerala whose clearance is still pending with the Centre ;

(b) whether there has been any undue delay in giving clearance to any of these projects ;

(c) if so, the main reasons thereof ; and

(d) by what time final clearance is likely to be given to the pending projects ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKRANAND) : (a) to (b). The names of major and medium projects sent by Kerala for clearance and their present position are given below.

Major Schemes

1. Chimoni Irrigation Project.
2. Modernisation of Neyyar Irrigation Project.
3. Idamalyar Irrigation Project.
4. Kuttiadi Augmentation Multipurpose Project.

Medium Schemes

1. Meenachil River Valley Project.
2. Regulator-cum-Bridge at Chamravattom.

Fall in Sale of Railway Tickets between Doharighat and Indara-Bombay-Calcutta etc.

690. SHRI RAJ KUMAR RAI : Will the Minister of TRANSPORT be pleased to state :

(a) the reasons for fall in sale of railway tickets between Doharighat and Indara (North Eastern Railway) and the percentage fall in the present income from sale of tickets from Doharighat for Bombay Calcutta etc., as compared to the sale three years ago ;

(b) whether this income can be increased to nearly the income that was some ten years ago by converting the meter gauge line from Varanasi to Doharighat into broad gauge line ;

(c) whether it is a fact that all important trains operate Via Mughal Sarai and

Present Position

The observations of the Advisory committee of the Planning Commission on the Project was forwarded to the State Government in 1983 for their clarifications. The State Government is also to submit an updated estimate of the scheme.

State Government is to send replies to the comments of C.W.C. sent during 1984-85.

Comments of C.W.C. were sent to the State Government during 1983-84. The State Government has informed that they are re-appraising the project for reducing the estimated cost.

This Project involves utilisation of Cauvery River basin waters and concurrence of the other basin States has to be obtained by the Kerala Government.

C.W.C. has sent comments on the Project during December 1984 and March, 1985.

Comments on the project sent in October 1984 and March, 1985.

Varanasi and if so, whether passengers travel to Mughal Sarai and Varanasi by other costlier means of transport due to meter gauge line between Varanasi and Doharighat and because trains do not run in time ; and

(d) if so, the steps Government propose to take to solve the above problems in the interest of passengers of Doharighat area and the areas around it ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) The main reasons for fall in the sale of Railway tickets at railway stations between Doharighat and Indara exclusive are :

- (i) Due to more frequency of Govt. and Private Buses/Taxis on Doharighat-MAU Section, Doharighat-Gorakhpur Sector and other sections served by Agamgarh district,

(ii) Road services are cheaper and quicker when compared with rail services.

(b) The income at Railway stations on Doharighat - Indara section is not likely to improve with the gauge conversion of Varanasi - Bhatni section.

(c) It is not a fact that passengers prefer to travel by other costlier means of transport due to meter gauge line between Varanasi and Doharighat. It is also not a fact that passenger trains do not run to time.

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

Report of Indian Council of Medical Research Re. Failure of National Health Education Programme

691. **SHRI CHINTAMANI PANIGRAHI** : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the study report of the Indian Council of Medical Research has come to the notice of Government wherein it has been pointed out that the national health education programme has failed due to lack of credibility of the Government health programmes in terms of provisions of effective medicine and non-availability of doctors at the primary health centres ; and

(b) if so, the steps being taken to overcome these deficiencies in the Seventh Plan ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b). It has been reported by the Indian Council of Medical Research that the Council has only this month received a report from an investigator in receipt of a study grant from the ICMR who was engaged in a study entitled, "A comparative study of under-utilisation of Health Services in three States of India."

The investigator who carried out the study has come to the conclusion that the failure of the health education programme in the rural areas of Kerala, Gujarat and Bihar could be attributed to

the lack of credibility of the Government health programmes in terms of provisions of effective medicine and non-availability of doctors at the Primary Health Centres. As the ICMR has yet to examine the report, the methodology used and the validity of the conclusions drawn, it is premature to consider these findings conclusive.

Speeding up of Coastal Passengers Shipping Service between Bombay and Panaji.

692. **PROF. MADHU DANDAVATE** : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the existing coastal passenger shipping service from Bombay to Panaji on the West Coast needs to be speeded up ;

(b) if so, whether suitable high speed boats are going to be introduced soon to facilitate fast travel by sea on the West Coast :

(c) if so, what will be the passenger carrying capacity of these boats ; and

(d) what will be the passenger fare structure on the route ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACEL TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). There is no proposal at present to introduce high speed boats by the Government on the existing Coastal passenger service from Bombay to Panaji,

(c) and (d) Do not arise.

Meeting of National Water Resources Council

693. **SHRI V. TULSIRAM** : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether a meeting of the National Water Resources Council was held recently in the Capital ;

(b) if so, the details of the subjects discussed and the decisions arrived at with particular reference to setting up a

standing river Commission for each inter-state river as a machinery for cooperation ;

(c) the time by which Government are going to take a final decision in this regard ;

(d) whether a meeting with the State Chief Ministers will be convened in the near future for this purpose ; and

(e) if so, when and if not, reasons therefor ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARA NAND) : (a) The first meeting of the National Water Resources Council was held on 30th October 1985 to consider the issues involved in the formulation of a national water policy.

(b) The Council was unanimous that water should be treated as a precious and scarce national resource and dealt with as such, and that there was urgent need for the formulation of a national water policy with a view to ensuring an optimal use of the available water resources, both surface and ground, in the overall national interest. No decision was taken regarding the setting up of a standing river Commission for any inter-State river.

(c) to (c) The Council decided to set up a group under the Chairmanship of the Union Minister of water Resources to prepare a national water policy document within six months for consideration by the Council.

[Translation]

Construction of Rail-Cum-Road Bridge on the Ghaghra at Chhitauni

694. **SHRI KUNWAR RAM :** Will the Minister of TRANSPORT be pleased to state :

(a) whether construction of rail-cum-road bridge on the Ghagra at Chhitauni in Gorakhpur division is likely to be completed during Seventh Plan Period ; and

(b) if so, the amount allotted, separately, by the Railway Administration, U.P. Government and Bihar Government for the same ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) No, Sir.

(b) Does not arise. However, for restoration of Chhitauni-Bagaha M.G. rail link, including construction of a rail bridge across river Gandak (and not a rail-cum-road bridge across Ghaghra), the Railway has incurred expenditure of Rs 3.98 crores, and has completed and opened to traffic the section from Bagaha to Valmikinagar (9 kms). Only token allotment has been made in Railway Budget 1985-86 for this work. The total cost of the project as estimated in 1982, is Rs. 61 crores, which includes Railways' share of Rs. 23 crores and State Governments' share of Rs. 38 crores. The State Governments of U.P. and Bihar have deposited only Rs. 3 crores and Rs. 2 crores respectively. Their commitment to bear their increased share of cost, is awaited.

[English]

Increase in Licence Fee and Rent of Railway Stalls at Bombay C.R. Division

695. **SHRI S.G. GHOLAP :** Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Bombay Central Railway Division has increasey the licence fee and rent charges of railwad stalls recently and that too with retrospective effect from 1974 ;

(b) if so, whether it is against the policy of the Railway Board laid down by the notification dated 25.1.1969 bearing reference No. 68. TGIII/670/PO/RC-PAC ; and

(c) if so, the action taken by the Board in this matter ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) The rent of catering stalls on Bombay Division of Central Railway was revised in June, 1984 with retrospective effect from 1974. The license fee was revised as and when it became due.

(b) No, Sir. The Board's Notification No. 68. TGIII/670/10/RCPAC dated 25.1.1969 pertains to revision of licence fee, and not to rental charges.

(c) Representations have been received against this revision and these are under examination.

**Allocation of Funds for Railways for
Procuring of more Wagsons and other
Rolling Stocks in the 7th Five
Year Plan**

696. SHRI SAIFUDDIN
CHOWDHARY :
SHRI NARAYAN CHOUBEY :

Will the Minister of TRANSPORT be pleased to state :

(a) the allocation for the Railways in the 7th Five Year Plan initially vis-a-vis the demand of the Railways to the Planning Commission, and the amount allocated for 1985-86 ;

(b) whether allocation of funds for the Railways for 1985-86 have been recently increased, if so, by what amount ;

(c) whether the increased allocation for the Railways will now be utilised for procuring more wagons and other rolling stocks ;

(d) if so, whether necessary orders to this effect have already been issued to ensure supply schedule ;

(e) if so, when ; and

(f) if not, the reasons therefor ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b). The allocation for the Railways in the Seventh Five Year Plan is Rs. 12,334 crores.

The Working Group constituted by the Planning Commission had proposed an allocation of Rs. 18,500 crores for the Railways in the Seventh Five Year Plan. For 1985-86, an allocation of Rs. 1650 crores was made. Subsequently, an additional allocation of Rs. 400 crores has been approved by the Planning Commission but this is yet to be voted by the Parliament.

(c) Yes Sir, alongwith other essential requirements.

(d) Orders for procuring 7000 more wagons have since been issued.

(e) On 4.11.85.

(f) Does not arise.

Metro Rail Project of Calcutta

697. SHRI ANIL BASU : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the Prime Minister's Office is monitoring the progress of the Metro Rail Project of Calcutta; and

(b) if so, since when such monitoring by Prime Minister's Office has been undertaken ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Yes, Sir. Progress of Metro Railway Project, Calcutta is being monitored by the Prime Minister as a part of Monthly Flash Report Monitoring System.

(b) March, 1985.

**Increase in Capacity of Panchet Dam of
DVC**

698. SHRI BASUDEB ACHARIA : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether it is a fact that Government have taken decision to increase the capacity of Panchet Dam of Damodar Valley Corporation ; and

(b) if so, the details thereof ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) No, Sir.

(b) Does not arise.

**Thrust on Family Planning by giving
Cash incentives**

699. SHRI RADHAKANTA DIGAL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that Government are considering to give thrust to the Family Welfare Programme by way of offering cash incentives ;

(b) if so, the programme proposed for this ;

(c) the amount earmarked for the purpose in the current financial year ;

(d) whether this programme is initially considered for only certain States and Union Territories ;

(e) if so, the States and Union Territories identified for this ; and

(f) the details thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (f). No new scheme for giving cash incentives for promoting family planning has been finalised.

Offloading of Passengers of Indian Airlines Flights to Calcutta

700. SHRI KAMLA PRASAD SINGH : Will the Minister of TRANSPORT be pleased to state :

(a) whether attention of Government has been drawn to the news items 'Passengers offloaded from Indian Airlines flights' appearing in the 'Indian Express' of 31 October, 1985. ;

(b) if so, whether it is a fact that passengers holding confirmed tickets on Indian Airlines flights to Calcutta were offloaded on 29 October, 1985 (Tuesday) ; and

(c) if so, what are the full facts and reasons for offloading the passengers and what steps have been taken to check the recurrence of such events in future ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Yes, Sir.

(b) Yes, Sir.

(c) Ten passengers on the Delhi-Calcutta morning flight on the 29th of October, 1985, and holding confirmed tickets issued by one of the Indian Airlines' agents at Calcutta could not be accommodated as their names did not appear in the passenger list produced by the computer. The passengers holding definite tickets who could not be accommodated in the morning flight were accommodated on a special flight operated the same day.

Ten passengers holding confirmed tickets on the Delhi-Calcutta evening flight of the 29th of October could not be accommodated as the flight had been overbooked. These passengers were provided hotel accommodation and were sent to Calcutta by the morning flight the next day.

With a view to maximise utilisation of capacity, and to ensure on-time departure of flights by reducing the number of waitlisted passengers, a small percentage of planned overbooking is done on all jet flights, as is done by airlines all over the world. There were no last minute cancellations by passengers on this particular day resulting in the situation described above. Indian Airlines have now reduced the level of overbooking to 5% on jet flights with immediate effect. It is hoped that instances of this nature would not occur in future.

[Translation]

Direct Air Service between Delhi and Surat

701. SHRI C.D. GAMIT : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is a long standing demand for starting direct air service between Delhi and Surat (Gujarat) and if so, the details thereof ; and

(b) the time by which this service will be started and steps being taken by Government in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) No, Sir.

(b) There is no proposal for the present to provide a direct airlink between Surat and Delhi.

Conversion of Railway Tracks in Rajasthan and to set up a PRC Sleepers Unit in Ajmer

702. SHRI VISHNU MODI : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that prestressed reinforced concrete sleepers are being used by the Railways under the track conversion programme ;

(b) if so, the details of the programme formulated by Government in this regard ;

(c) whether Government proposes to use PRCS while converting railway tracks under the railway division in Rajasthan,

(d) if so, whether Government have decided to set up a unit in Ajmer (Rajasthan) for the production of PRC sleepers departmentally or in private sector ; and

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

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) to (c). There is no proposal to use PRC sleepers in conversion programme of tracks from MG to BG. However, it is proposed to use PRC sleepers while carrying out track renewals in future on important MG routes including some of the routes falling in Rajasthan. For this purpose production of 3.0 lakh MG concrete sleepers per annum by the end of 7th Plan has been planned.

(d) No, Sir.

(e) A plant to manufacture PRC sleepers for Metre Gauge tracks is being set up at Sabarmati. This along with one more plant proposed to be set up on Northern Railway will meet requirement of Metre Gauge PRC sleepers of Railway Divisions in Rajasthan.

[English]

Steps to Improve Services of Indian Airlines

703. SHRI D.P. JADEJA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are monitoring the punctuality of the Indian Airlines flights ;

(b) if so, what is the percentage of flights that have been punctual in 1985 ;

(c) the steps being taken to improve the services and courtesy by Indian Airlines ;

(d) whether the existing machinery for customs service is being improved ; and

(e) If so, details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) :
(a) Yes, Sir.

(b) The overall on-time performance of Indian Airlines from January, 1985 to September, 1985 was 75.8% and technical despatch reliability was about 98%.

(c) All flight delays are regularly monitored and corrective measures taken to improve the on-time performance of Indian Airlines. Indian Airlines constantly endeavours to improve its overall performance and provide the best towards passenger facilities. The Corporation has taken measures to further improve its service through computerised reservation, better communication, sales outlets, judicious utilisation of fleet, food service and baggage handling facilities etc.

(d) and (e) The information is being collected and will be laid on the Table of the Sabha.

Provision of Government Jobs for Women Players

705. KUMARI MAMTA BANERJEE : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) whether Government have any proposal to introduce a scheme by which the women sportsmen in the field of football, hockey and cricket at the State level will get preference in Government services ; and

(b) if not, reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN WELFARE (SHRIMATI MARGARET ALVA) : (a) and (b). Preferential orders already exist under which meritorious sportspersons, including women, who have represented a State or the Country in national or international competitions in specified Games, including football, Hockey and Cricket, can be appointed to posts in Group 'C' and 'D' by various Departments/Ministries of Government of India in relaxation of the recruitment procedure subject to specified conditions.

Extension of Tungabhadra Express upto Guntakal

706. SHRI M. SUBBA REDDY : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal to extend Tungabhadra express from Secunderabad upto Guntakal ; and

(b) if so, from which date train is proposed to be extended ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) No, Sir.

(b) Does not arise.

[Translation]

Regional Coaching Centres

707. SHRI KAMLA PRASAD RAWAT: Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) whether regional coaching centres have been set up in capitals and big cities of various states in the country under the national coaching scheme ;

(b) if so, whether a coaching centre has also been opened in Lucknow under the said scheme ;

(c) if so, since when it has been functioning there ; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN WELFARE (SHRIMATI MARGARET ALVA) : (a) Yes, Sir.

(b) to (d) A regional coaching centre under the national coaching scheme was opened in Lucknow in the year 1972 but on the request of the state government, it was shifted to Meerut in 1976. However, 9 NIS coaches are working at present in Lucknow to assist the State Government in running sports hostels and other sports activities in that city.

[English]

National Port Authority

708. SHRI MULLAPPALLY :
RAMA CHANDRAN :
SHRI LAKSHMAN MALLICK :
SHRI HARI KRISHNA
SHASTRI :

Will the Minister of TRANSPORT be pleased to state :

(a) whether consequent upon the recommendations in the report of the National Shipping Board, Government have taken steps to constitute a National Port Authority ; and

(b) if so, the details of the powers and functions of such Authority ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) :

(a) No Sir

(b) Does not arise.

Construction of New Hooghly Bridge in Calcutta

709. SHRI SANAT KUMAR MANDAL : Will be Minister of TRANSPORT be pleased to state :

(a) the progress made so far in the construction of the new Hooghly bridge in Calcutta and how far it is behind the schedule ;

(b) whether it is a fact that a large number of steel plates imported from Rumania for use in the new Hooghly bridge have been found to be defective and will have to be replaced ;

(c) if so, who will foot the bill for the defective steel plates ;

(d) whether Rumania has been asked to pay any compensation for the defective steel plates ;

(e) if so, their reaction and if not, the reasons therefor ;

(f) how is it proposed to meet the shortage of some types of structural steels within the country ; and

(g) the financial loss caused as a result of the delay in fabrication work and defective Rumanian plates ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) The progress of the project as intimated by the Government of West Bengal is as under :

- (i) Calcutta Side Approach (Section I) — 74%
- (ii) Howrah Side Approach (Section II) — 36%
- (iii) Main Bridge (Section III) — 49%

There are some slippages in the construction of the bridge work.

(b) to (g) One of the construction companies doing the construction of super-structure of the main bridge imported 12000 tonnes of steel from Rumania for fabrication of which a small portion is reported to be defective. The company is taking up the matter of defective steel. The shortage of steel is being met from indigenous sources, supplemented by imports. The Government of West Bengal are primarily concerned with the project.

Railway High and Higher Secondary Schools at Kharagpur (SE Rly)

710. SHRI NARAYAN CHOUBEY : Will the Minister of TRANSPORT be pleased to state :

(a) how many Railway High and Higher Secondary Schools are there at Kharagpur in the S.E. Railway ;

(b) whether it is a fact that the Railway schools at various states follow education system of the States in which they are located ;

(c) whether an officer of the Education Department of West Bengal Government had visited the Railway schools at Kharagpur and had drawn the attention of the administration towards some drawbacks in those schools ;

(d) if so, what are they ; and

(e) What steps have Government taken to make up the deficiencies so that proper education be imparted to the students of Railway schools.

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) There are 3 Higher Secondary Schools and 1 High Schools.

(b) Yes, Sir.

(c) Yes, Sir.

(d) District Inspector of Schools Midnapur has recommended for increase in number of teachers in Railway schools, creation of the posts of Assistant Headmaster and improvement in the material conditions prevailing in the schools in respect of classrooms, library, laboratories for Physics, Chemistry and Biology, sanitary facilities, play fields etc.

(e) Matter is under examination.

[Translation]

Night Air Services at Patna Airport

711. SHRI VIJOY KUMAR YADAV : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any scheme to start night air service at Patna airport ;

(b) if so, the details thereof ;

(c) whether it is also fact that expansion of Patna airport is in progress ; and

(d) if so, the time by which it will be completed ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) No, Sir

(b) Does not arise.

(c) and (d) The work for extension of the Apron at Patna airport has started and is likely to be completed by July, 1986.

Assistance for use of Ground Water in South Region of Ganga in Bihar

712. SHRI VIJOY KUMAR YADAV : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether it is a fact that ground water is the means of irrigation in the region South of the Ganga in Bihar ; and

(b) if so, the assistance being given by the Union Government to the Government of Bihar for making full use of this ground water for providing maximum irrigation facility in this region ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) Groundwater is one of the sources of irrigation in the region south of Ganga in Bihar besides a number of major and medium irrigation projects also.

(b) The Government of India is rendering assistance to the Government of Bihar through the Central Ground Water Board for undertaking surveys and exploration of groundwater resources. In addition, a project for comprehensive evaluation of groundwater resources in Chhota Nagpur area falling in Kasai and Subarnarekha River Basins has been taken up by the Central Ground Water Board with assistance from UNDP under which detailed plans for exploitation of groundwater resource in this area would be prepared. Further, under the Centrally Sponsored Scheme for the strengthening of State Ground Water and Surface Water Minor Irrigation organisations, Central assistance of Rs. 27.19 lakhs as 50% matching grant was released to the State during the Sixth Plan. This scheme is proposed to be continued during the Seventh Plan. The Central Government is also assisting the Bihar Government in obtaining World Bank assistance for construction of 500 deep tubewells and repairs and rehabilitation of 4,712 existing deep tubewells.

[English]

Mehrotra Committee on Pay Scales of College and University Teachers

713. PROF. NARAIN CHAND PARASHAR: Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) whether the Mehrotra Committee appointed by the University Grants Commission to look into the pay scales of college and University teachers has since submitted any report ;

(b) if so, the main recommendations contained in the Report and the decisions taken by Government thereon ;

(c) the date on which the Committee was set up and the date by which it was to submit its report ; and

(d) if the report has not been submitted, the reasons for delay and the likely date by which it will be submitted ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) No, Sir.

(b) Does not arise.

(c) The Committee was appointed in December 1983, and was expected to submit its report by August, 1984.

(d) The Committee has initiated discussions with representatives of teachers, State Governments, Vice-Chancellors, educationists, etc. Sub-Committees had visited various State Capitals for this purpose. The arrangement of these discussions had taken some time. Further, the committee was also to take into account the recommendations of the National Commission on Teachers which were available only in March, 1985. The Committee now expects to submit its report by March, 1986.

Central Schools in the Country

714. PROF. NARAIN CHAND PARASHAR : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) the names of the places, state-wise at which the Central Schools were sanctioned during the current financial year (1985-86) ; and

(b) the names of such places where the schools have since been opened and the likely dates by which the remaining schools would be opened in each case and the reasons for delay ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b). A Statement is given below.

Statement

(a) New Kendriya Vidyalayas (Central Schools) were sanctioned at the following places during the current financial year :

Andhra Pradesh

1. Eddu Milaram, Distt. Medak
2. Visakhapatnam

Assam

3. Gauhati Refinery
4. Tegpur, Distt. Sonitpur

Bihar

5. Argada Area, Distt. Hazaribagh
6. Maithon Dam, Distt. Dhanbad

Gujarat

7. Jamnagar
8. Hazira, Surat

Jammu and Kashmir

9. Baramulla
10. Kishtwar, Distt. Doda
11. Dhar Road Complex, Udhampur

Kerala

12. Vidyanagar, Distt. Kasargod
13. Puranattukara, Distt. Trichur

Madhya Pradesh

14. Maharajpur, Gwalior
15. Itarsi
16. Akaltara, Distt. Bilaspur
17. Jamuna Colliery, Distt. Shahdol

Maharashtra

18. Pune
19. Dehu Road
20. Ahmednagar

Punjab

21. Bhatinda Cantt.

22. Abohar**23. Amritsar Cantt.****24. New Amritsar Cantt.****25. Jalandhar Cantt.****Rajasthan****26. Lalgah Jattan, Distt. Sriganganagar****27. Ajmer****Meghalaya****28. Laitkor Peak, Distt. Shillong****Tamil Nadu****29. Avadi, Madras****30. Kalpakkam, Distt. Chengalpattu****Uttar Pradesh****31. Dehradun****32. Bakshi.Ka-Talab, Lucknow****33. Chakeri, Kanpur****34. Hazratpur, Distt. Agra****35. Bulandshahar****West Bengal****36. Toposi, Distt. Burdwan****37. Kalimpong, Distt. Darjeeling****Chandigarh****38. Mullanpur****Delhi****39. Ghoga Bawana****40. Pitampura****41. Sardar Patal Marg**

(b) Kendriya Vidyalayas at all these places except at Dhar Road Complex, Udhampur, have been opened. The Kendriya Vidyalaya at Dhar Road Complex could not be opened as the sponsoring authority of this school could not complete certain formalities till November 1, 1985.

These formalities have since been completed and the school is expected to be opened in the near future.

Expenditure on Sunder Lal Hospital of Banaras Hindu University

715. SHRI ZAINUL BASHER : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) whether it is a fact that budgetary allocation for the services, maintenance, equipments and medicines at the Sir Sunder Lal Hospital of Banaras Hindu University are made by University Grants Commission and the Department of Education ; and

(b) if so, the reasons as to why per bed expenditure at that hospital is not as much as that of All India Medical Institute, New Delhi and Post Graduate Institute Chandigarh ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION AND CULTURE) SHRIAMATI SUSHILA ROHATGI) : (a) and (b). The total expenditure of Sir Sunder Lal Hospital of the Institute of Medical Sciences, Banaras Hindu University is met from the maintenance grants sanctioned by the University Grants Commission to the Banaras Hindu University. For determining the quantum of expenditure on hospital services, a provision for contingencies like cost of drugs, dressings, diet, laboratory and nursing services, etc., is at present made at the rate of Rs. 6,000 per bed per annum on the basis of 100% bed occupancy. In the case of All-India Institute of Medical Sciences and the Post Graduate Institute of Medical Education and Research, Chandigarh, the expenditure on these items is not separately provided, but forms an integral part of the total expenditure on medical care aspects of the Institutes. The details of expenditure incurred by these Institutes on these items are, therefore, not available.

Late Running of Trains on Chapra Varanasi Section of N.E.R]

716. SHRI ZAINUL BASHER : Will the Minister of TRANSPORT be pleased to state :

(a) whether he is aware of the regular late running of trains passing through

Chapra-Varanasi section of North Eastern Railway ;

(b) the reasons for the inability of the Railway Administration to correct the situation existing for a long time and

(c) the steps to be taken in the matter ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b). While regular late running is not the case, some-time trains do run late mainly on account of Alarm-chain pulling and Hosepipe disconnection.

(c) Railway administration is taking necessary steps from time to time to curb Alarm-Chain pulling and Hosepipe disconnection so as to improve punctuality.

[Translation]

Number of NIS Centres

717. SHRI KAMLA PRASAD RAWAT : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) the number of National Institute of Sports centres opened in the entire country for imparting training to the players ;

(b) whether there is a proposal to open a centre in Lucknow, the capital of U.P. ;

(c) if so, the time by which the construction work of this Centre is likely to be started ; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN WELFARE (SHRIMATI MARGARET ALVA) : (a) Netaji Subhas National Institute of Sports Patiala set up by the Government of India for imparting training to players has so far opened two regional centres—the South Centre at Bangalore and East Centre at Calcutta.

(b) No, Sir.

(c) Does not arise.

(d) The starting of a regional centre of the Netaji Subhas National Institute of Sports is considered on a proposal made by the State Government concerned offering therein to make the required land available free of cost and providing certain other facilities. No such proposal from the State Government of Uttar Pradesh has been received.

Stadium for Banswara (Rajasthan)

718. SHRI PRABHU LAL RAWAT : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) whether it is proposed to provide stadium facility in Banswara (Rajasthan) : and

(b) whether any special programme is under consideration for encouraging sports in areas predominated by tribal people ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN WELFARE (SHRIMATI MARGARET ALVA) : (a) and (b). The Government of Rajasthan has sent a proposal for the construction of a stadium at Banswara. It is proposed to release a suitable grant to the State Government for the purpose. The existing Scheme of grants to State Sports Councils, etc. already provides that special attention should be paid to tribal areas so as to ensure that, as far as possible, the percentage of sports facilities allocated to tribal areas is not less than the tribal population of the State/Union Territory. Tribal population is also covered under the Schemes of All India Rural Sports Tournaments and Sports Talent Search Scholarships. A new Scheme for promotion of sports in special areas such as tribal areas is also proposed.

[English]

Holding of Olympic Games in 1992 in India

719. SHRI SOMNATH RATH : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) whether it is a fact that the Indian Olympic Association has given a proposal along with statement of anticipated income

and expenditure to hold the Olympic Games in 1992 in India ;

(b) if so, what action has been taken ; and

(c) whether Government have decided to hold the Olympic Games in 1992 in India ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN WELFARE (SHRIMATI MARGARET ALVA) : (a) to (c). The Indian Olympic Association have very recently made available a feasibility report on their proposal to hold 1992 Olympics in India. The feasibility report is being examined and a decision will be taken at the appropriate time.

Target of Family Planning Programme During Sixth Plan

720. SHRI CHITTA MAHATA :
SHRI AMARSINH RATHAWA :
SHRI CHAINTAMANI JENA :

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

(a) whether Family Welfare Programme has achieved the stipulated target during the Sixth Plan Period ; and

(b) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b). The performance of the Family Planning Programme during the Sixth Plan shows that the achievement of target was around 80%. Performance under the Family Welfare Programme depends on a number of factors including prevalent socio economic conditions, the outreach of delivery system, efforts made in demand generation and the efficiency of the programme management.

Allocation for Annual Plan for Railways

721. PROF. NARAIN CHAND PARASHAR : Will the Minister of TRANSPORT be pleased to state :

(a) whether the allocations for the annual plan (1985-86), the first year of the Seventh Five Year Plan, have since been finalised ;

(b) if so, the allocation for-on going projects (under construction) in the Northern Railway ; and

(c) the steps proposed to be taken to complete the on-going projects in the Seventh Five Year Plan ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Yes, Sir.

(b) About Rs. 118 crores.

(c) Progress of projects will be monitored closely, to identify and resolve all problem areas.

Allotment of Railway Land to Private Parties

722. SHRI NARAYAN CHOUBEY : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have at present stopped allotment of railway land to private parties as a matter of policy ;

(b) whether Government are proposing to revise the policy and start fresh allotment of land to private parties, if so, when ;

(c) whether Government consider such cases where small shopkeepers were/are in occupation of railway plots and had been/have been giving money to railways on daily basis (ticket system), for allotment of land ;

(d) whether Government are aware that a large number of persons have applied for plots on railway land with minimum Rs. 100/- as application fee ; and

(e) if so, what amount did the railways collect towards such application fee on the South Eastern Railway and whether these cases will be considered when allotment of railway plots starts ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Yes, Sir. The Railways have as a matter of policy stopped licensing of railway land for

shopping and stalls unconnected with the Railway's working to private parties.

(b) At present there is no proposal to revise the policy as stated in (a) above.

(c) The Railway allows the system of tehbazari allowing mobile vendors on payment of daily tehbazari which does not involve licensing of plots.

(d) The Government are aware that prior to the introduction of current policy, registration fee varying from Rs. 25 to Rs. 100 per application was collected at the time of applying for shopping plots.

(e) Approximately an amount of Rs. 150 lakhs was collected towards application fee on S.E. Railway. The application fee has either been returned or is in the process of being returned as the licensing of shopping plots has since been stopped on the Railways.

[Translation]

Helicopter Corporation

723. SHRI HARISH RAWAT :
SHRI S.M. BHATTAM :
SHRI MOHANBHAI PATEL :
SHRI HUSSAIN DALWAI :

Will the Minister of TRANSPORT be pleased to state :

(a) whether his Ministry has taken a decision to set up a Helicopter Corporation ;

(b) if not, the time by which this decision is likely to be taken ; and

(c) the likely jurisdiction of the Helicopter Corporation and financial commitment made in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) : Yes, Sir.

(b) Does not arise.

(c) The Helicopter Corporation of India which has been registered as a Government Company under the Companies Act, 1956, will have an all India jurisdiction. The authorised capital of the Company is Rs. 50 crores, 51% of which will be contributed by the Government of India and the remaining 49% by oil and Natural Gas Commission.

Proposal to set up Homes for Distressed Women

724. DR. G.S. RAJHANS :

SHRI V. SREENIVASA PRASAD :

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

(a) whether there is a proposal under the consideration of Government to set up a home for distressed women in Delhi;

(b) if so, the purpose of setting up such a home in Delhi;

(c) whether Government propose to set up such homes in different parts of the country; and

(d) if so, by when and to what extent the distressed women are likely to benefit from these homes ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN'S WELFARE (SHRIMATI MARGARET ALVA) : (a) to (d). A statement is given below.

Statement

The scheme of 'Short Stay Homes' is at present being implemented through voluntary organisations with financial assistance from Government of India to provide temporary shelter to women and girls who are exposed to moral danger due to strained family relationship or emotional disturbances. KARUNA, a voluntary organisation in Delhi proposes to set up one such home in Delhi for victims of dowry harassment and has approached Government for assistance in this regard.

24 Short Stay Homes are being assisted throughout the country.

The objective of these homes is to rehabilitate distressed women girls within a short span of time through medical care, psychiatric treatment, case work services, social facilities of adjustment, vocational training etc.

Setting up of Nutrition Divisions in States and Union Territories to Combat Malnutrition

725. SHRI S.M. BHATTAM : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are thinking of setting up Nutrition Divisions in States and Union Territories to combat large scale malnutrition in the country;

(b) if so, names of the States where such units have already been set up and States where such Divisions are proposed to be set up in the current financial year ; and

(c) amount allotted for the purpose in the first year of the Seventh Five Year Plan ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c). The States of Jammu and Kashmir, Punjab, Haryana, Uttar Pradesh, Orissa, West Bengal, Gujarat, Maharashtra, Madhya Pradesh, Tamil Nadu, Bihar, Karnataka, Kerala, Sikkim, Nagaland and the Union Territories of Goa, Daman and Diu and Andaman and Nicobar Islands have set up State level nutrition divisions. This Ministry has not received proposal from any State/Union Territory for setting up Nutrition Division in their State during the current financial year. No funds have allotted to the State Governments for the purpose during the first year of the Seventh Five Year Plan. The funds for the purpose are drawn from the Annual Plan Budget of the respective State Government.

Construction of an over-bridge at Rama Murthy Pantulu Peta in Visakhapatnam

726. SHRI S.M. BHATTAM : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Andhra Pradesh Government has requested the Union Government to take up the construction of an over-bridge at Rama Murthy Pantulu Peta in Visakhapatnam; and

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

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b). Yes, Sir. The State Government has desired construction of a road over bridge in lieu of the existing level crossing at Km. 877/7 in Visakhapatnam on the Howrah-Waltair Section. The Railways and the State Government are at present examining the issue in detail with regard to the technical feasibility of the project.

Repairs of Qutab Minar

727. SHRI MOHD. MAHFOOJ ALI KHAN : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) whether it is a fact that repairs of Qutab Minar were recently taken up by Archeology Department only when the extent of damage caused by decay had endangered the historical monument ; and

(b) if so, the norms, if any, laid down for the preservation of prestigious historical monuments and the periodicity of their check to know the damage caused/being caused so as to take timely repairs to avoid danger to the structure ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Repairs at two spots, on the Qutab Minar were taken up recently, were mortar used in repairs carried out repair to 1947 had weathered. No damage, endangering this monument has occurred.

(b) Regular inspection of the monuments has been prescribed. Officers incharge of the circles and their engineering staff responsible for the monuments are to inspect the monuments at regular intervals during the year and take remedial measures.

Level Crossing Accident Near Guwahati

**728. SHRI MOHD. MAHFOOJ ALI KHAN
PROF. RAMKRISHNA MORE
SHRI MANVENDRA SINGH :**

Will the Minister of TRANSPORT be pleased to state :

(a) whether a number of persons were

killed recently when Cachar Express rammed into a private bus at a level crossing near Guwahati ;

(b) if so, the details thereof stating the result of the inquiry, if any, conducted into the accident and the action taken thereon;

(c) the number of unmanned railway level crossings at the beginning of 1985 (Division-wise) and how many of these have been manned (till date) as against the target ;

(d) whether any comprehensive plan has been proposed to man the remaining unmanned railway crossings; and

(e) if so, the details thereof ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b). Yes, Sir. On 6.10. 1985, while 201 Up Cachar Express was on run between Narangi and Panikhaiti stations on Lumding Division of Northeast Frontier Railway, it collided with a private bus No. 722 at a manned level crossing. As a result, 27 bus passengers were killed and 29 injured. A statutory inquiry has been conducted by Commissioner of Railway Safety, N.E. Circle, Gorakhpur into this accident. According to his findings the collision was caused due to the bus attempting to cross the said level crossing whose gates were kept wide open to road traffic in the face of approaching Cachar Express. The Gateman and Station Superintendent of Panikhaiti station have been held responsible for the accident. Orders for dismissal of Gateman under Rule 14 (ii) of Railway Servants Discipline and Appeal Rules have since been issued. Prosecution is being launched against the gateman. Disciplinary action against Station Superintendent has also been initiated.

(b) The details of unmanned level crossings on the Northeast Frontier Railway, as on 1.4.85, are as follows :

Katihar Division	: 538
Alipurduar Division	: 528
Lumding Division	: 107
Tinsukia Division	: 169
Total	1342

During the period April—September 1985, 3 unmanned level crossings have been manned. 6 level crossings are programmed for manning during the year 1985-86.

(d) and (e) Level crossings, considered hazardous due to poor visibility or high traffic density or plying of buses, are programmed for manning in a phased manner. 56 such unmanned level crossings have been identified on the Northeast Frontier Railway. Out of which 18 have so far been manned.

Air Taxi Services

729. SHRI T. BASHER :

SHRI BHOLANATH SEN :

SHRI MOHANBHAI PATEL :

SHRIMATI JAYANTI
PATNAIK :

SHRI CHINTAMANI JENA :

SHRI T. BALA GOUD :

Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have decided to allow air taxi operations in the country ;

(b) if so, the reasons for taking such a decision;

(c) what are the routes selected for such services ;

(d) what types of aircrafts are proposed to be used as air taxis ; and

(e) whether this service will be run by any private agency or by Government ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) to (e). It is intended to implement the scheme of Air Taxi Service mainly for the development of tourism and linking stations in different parts of the country. Details of the scheme and the modalities of its implementation are being worked out.

Report of Committee of Experts for Merger of DGHS with Health Ministry or Abolish one of them

730. SHRI JAGANNATH PATTNAIK: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that a Committee of experts set up by Government has urged Government either to merge the Directorate General of Health Services (DGHS) with Ministry of Health and Family Welfare or abolish one of them ; and

(b) if so, what are the main recommendations made by this Committee and the reaction of Government thereto ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) The Government of India in the Ministry of Health and Family Welfare has not set up any Committee of Experts to study the merger of Dte. General of Health Services with Health Ministry or abolition of one of them.

(b) Does not arise.

Incentives to Doctors Serving in Rural Areas

731. DR. T. KALPANA DEVI :

SHRI PRIYA RANJAN DAS
MUNSI :

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

(a) whether it is a fact that the Eighth Finance Commission had sanctioned Rs. 400 per doctor per month serving in rural areas and whether such doctors are being given this amount ;

(b) whether Government are considering to give any further incentive to doctor who accept appointment in rural areas ; and

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

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) To attract medical graduates to accept appoint-

ment in rural areas, the 8th Financial Commission has recommended incentives for which the Finance Ministry have agreed to provide special funds to the States as under :

- (i) Sanction of rural allowance @ Rs. 250/- p.m. for doctors serving in Primary Health Centres.
- (ii) House rent allowance @ Rs. 150/- p.m. where doctors are not provided residential accommodation.

In addition, the Finance Commission has made special provision of Rs. 53.52 crores for construction of residential quarters for the doctors. The hilly areas have been provided 30% 'Mark up' in the cost of construction.

(b) No, Sir.

(c) Question does not arise.

Railway Accidents During May-October, 1985

732. SHRI RAMASHRAY PRASAD SINGH :
SHRI VIJOY KUMAR YADAV :
SHRI SRIKANTHA DATTA
NARASIMHARAJA WADIYAR :

Will the Minister of TRANSPORT be pleased to state :

(a) the number of railway accidents which took place during May-October, 1985 ;

(b) the number of persons killed and injured and damage to railway property as a result of those accidents ;

(c) the details of the causes of those accidents ;

(d) the details of the compensation given to the families of those killed and injured therein ; and

(e) the steps taken to bring down the number of accidents in railways ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (c). During May-October, 1985, 410 consequential train accidents took place on Indian Railways and their causes are as under :

(i) Failure of Railway staff	235
(ii) Failure of persons other than Railway staff	34
(iii) Failure of equipment :—	
Mechanical	53
Track	16
(iv) Sabotage	5
(v) Combination of factors	5
(vi) Incidental	18
(vii) Could not be established conclusively	7
(viii) Under investigation	37

(b) In these accidents, 152 persons lost their lives and 354 persons were injured.

(c) The cost of damage to railway property has been estimated as Rs. 6.04 crores.

(d) Information is being collected and will be laid on the Table of the Sabha.

(e) Some of the important safety measures taken to bring down the number of accidents in railways are :—

- (i) Introduction of modern technological aids like ultrasonic testing of rails and rolling stock axles, provision of track circuiting, axle-counter, panel and route relay interlocking, auxiliary warning system etc.
- (ii) Programmed rehabilitation of rolling stock, track, signal gears, bridges and other assets.
- (iii) Progressive manning of unmanned level crossings and liaison with State Governments for observance of motor vehicle rules by road users at level crossings, programmed provision of road over-bridges.
- (iv) Educative publicity through posters and other media on the hazards of carrying inflammable articles in compartments and caution to be exercised while negotiating level crossings.

- (v) Patrolling of track to detect rail fractures and adoption of anti-sabotage measures.
- (vi) A 10-Point Action Plan aimed at indepth field inspections at different levels and special checks of important aspects of safety was launched on the Railway in January, 1985.
- (vii) 4 high level multi-disciplinary Safety Task Force Teams were constituted in June 1985 to conduct detailed inspections on the various Zonal Railways with a view to identifying unsafe working practices and weaknesses in the system. On the basis of their reports, a number of directions and guidelines on Safety have been issued to the Zonal Railways. The implementation of these directives is being closely watched by the Railway Board.

Three-Tier Medicare for Delhi

733. SHRI RAMASHRAY PRASAD SINGH : Will the Minister of HEALTH : AND FAMILY WELFARE be pleased to state :

(a) whether Director of the All India Institute of Medical Sciences, New Delhi has suggested three-tier medicare for Delhi ;

(b) if so, whether the suggestion has been examined ; and

(c) Government's reaction thereto ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) Government have not received any proposal from the Director, All India Institute of Medical Sciences, New Delhi suggesting a three-tier medicare system for Delhi.

(b) and (c) Do not arise.

[Translation]

Modernisation of Sone Canal

734. SHRI VIJOY KUMAR YADAV : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether it is a fact that Government have prepared any scheme for the modernisation of Sone Canal in Bihar ;

(b) if so, the details thereof ;

(c) the position in regard to its implementation ;

(d) the time by which the said scheme is proposed to be completed ; and

(e) the details of the benefits likely to accrue to farmers thereby ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (e) The Government of Bihar has prepared a scheme for the Modernisation of Sone Canals in Bihar. The first phase of the Sone Modernisation Scheme estimated to cost Rs. 246.96 crores covering a pilot area of 30,000 hectares together with remodelling parts of the main canal system and branches including improvement the communication network in 5 years time since for implementation has been techno-economically cleared by the Central Water Commission. However, the State Government has to indicate the availability of funds for its implementation in the VII Plan.

[English]

Targets/Achievements Under ROME Scheme in West Bengal

735. SHRI BHOLANATH SEN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) what are the achievements as compared to the targets fixed under the Re-orientation of Medical Education scheme in West Bengal ;

(b) the total funds allotted to West Bengal under the Centrally sponsored ROME scheme and the actual utilisation of such funds in West Bengal upto 1984-85.

(c) the reasons for shortfalls, if any, in West Bengal ; and

(d) the steps taken/proposed for better implementation of the scheme in West Bengal during the Seventh Plan period ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (d). The Reorientation of Medical Education Scheme aims at involving the medical colleges in the direct delivery of health care services to the rural and semi-rural population and inculcating a positive bias among the students and the faculty towards community health care. Each medical college is entitled for Central assistance of Rs. 16.04 lakhs for construction of dormitory type residential quarters for students at PHCs, seminar room, lecture cum-consultation room etc., other additions or alterations to PHCs, construction of garages, purchase of mini buses and appointment of additional faculty staff etc.

It has been reported that residential quarters and seminar/lecture halls have been constructed at seven PHCs of Medical College Burdwan (3), Calcutta National Medical College, Calcutta (1), NRS Medical College, Calcutta (2) and R.G. Kar Medical College, Calcutta (1). One PHC covered by North Bengal Medical College has carried out alterations in its operation theatre. It has been further reported that staff has been appointed in six medical colleges and interns/under-graduates of these six colleges have been visiting rural areas regularly. Collection of baseline data and research in planning activities have been carried out by three medical colleges.

The total financial assistance provided to the seven medical colleges in the state of West Bengal amounted to Rs. 111.08 lakhs. The Government of West Bengal has not furnished a report on actual utilisation of funds released to the State Government.

Calcutta University as an Institution of National Importance

736. SHRI BHOLANATH SEN :
SHRI PRIYA RANJAN DAS
MUNSI :
SHRI M. RAGHUMA REDDY :
SHRIMATI BIBHA GHOSH
GOSWAMI :

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

(a) whether Government have received suggestions for declaring Calcutta University as an Institution of National Importance ;

(b) if so, the details thereof ; and

(c) the contemplation of the Government in the matter ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b). Yes, Sir. A number of representations have been received by the Central Government suggesting that the Calcutta University should be declared as an institute of national importance and that its management should be taken over by the Central Government. According to these representations, such a step was necessary to save the Calcutta University, which is one of the oldest Universities in the country, from political interference and disruptions in its normal functioning.

(c) The Central Government is not presently considering any proposal to declare the Calcutta University as an institute national importance.

Revision of Curriculum and Syllabus of MBBS and MD Courses

737. SHRI BHOLANATH SEN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have any proposal to revise the curriculum and syllabus of MBBS and MD courses so as to incorporate the essential elements of family welfare mother and child Health Programme and other national health programmes in the curriculum ;

(b) if so, the details thereof ; and

(c) the steps taken proposed therefor ;

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c). The Medical Council of India, which is the statutory body to maintain proper standards of medical education in the country has already included the essential elements of Family Welfare, mother and Child Health and other National Health Programmes in the MBBS course both in the training as well as during the compulsory rotating

internship, after passing the final MBBS course. Similarly, MD course in Obstetrics and Gynaecology provides comprehensive training in different aspects including Family Welfare and mother and child health Programmes. The Medical Council of India reviews and revises its recommendations on undergraduate and post-graduate medical education at regular intervals.

Shantilal Mehta Committee Report on Medical Education in India

738. SHRI BALASAHEB VIKHE PATIL :
SHRI DHARAM PAL SINGH MALIK :
SHRI SUBHASH YADAV :

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

(a) whether an empowered Committee of the Ministry has gone into Shantilal Mehta Committee report on the future of medical education in India ;

(b) when was the empowered Committee report submitted to Government ;

(c) the main recommendations which have been approved by the empowered Committee ; and

(d) by what time these recommendations will be implemented ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) Yes, Sir.

(b) The Empowered Committee's recommendations on Part I of the Medical Education Review Committee Report was submitted to the Government in January, 1984 and on Part II in March, 1984.

(c) The Empowered Committee has, *inter alia*, endorsed the following main recommendations of the Medical Education Review Committees :—

(i) Holding of a National Entrance Examination for admission to MBBS and Post-graduate courses ;

(ii) In service personnel should be provided the opportunities of under-going training in identified specialities ;

(iii) Rural intership for at least a period of six months should be compulsory which should be spent in an accredited district/Taluk Hospital and Rural Health Centre.

(iv) Senior faculty members in the colleges should be deputed to the PHCs/District Hospitals/Taluk Hospitals to supervise the training of students during the intership period ;

(v) Duration of Post-graduate degree course should be three years and that of diploma course of two years after full registration.

(vi) Number of seats in each Post-graduate Department should be fixed with the prior approval of the Medical Council of India.

(vii) In order to improve quality and relevance of medical education in the country, 6-8 Teachers' Training Centres should be established on regional basis.

(viii) Each Medical College should have a Medical Education Cell or Unit attached to it.

(ix) Uniform standards of evaluation all over the country is desirable ;

(x) Additional incentives to doctors for service in the rural areas like free accommodation, grant of special rural allowance, loans for setting up practice in rural areas etc,

(xi) Suitable amendments should be made in the Indian Medical Council Act with a view to ensuring that no medical institution is established anywhere in the country without prior approval of the Medical Council and the Government of India.

(d) Government is yet to take a final view on the recommendations of the Medical Education Review Committee and the Empowered Committee.

Non-Utilisation of World Bank Loan

739. SHRI BALASAHEB VIKHE PATIL : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the Railways have failed to utilise the \$ 145 million World Bank loan which was negotiated in 1982 ;

(b) how much of this loan could be utilised and the quantum not utilised with reasons therefor ;

(c) whether because of non-utilisation the Government have to pay the administrative cost which is continuing since 1982 ; and

(d) if so, whether Government propose to re-negotiate the loan with this World Bank and ensure that the freshly negotiated loan agreement do not become ineffective as the 1982 agreement ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) to (d). A statement is given below.

Statement

(a) and (b) The amount of 145 \$ million is a part of a loan/credit for \$ 400 million negotiated with the World Bank in 1982.

This amount is meant to cover procurement of components for high capacity wagons.

Till October 31, 1985, an amount of \$ 2.5 million has been utilised.

Utilisation was slow so far. due to difficulties in finalisation of the specifications for bogies for wagons on account of complex technical factors involved.

(c) Commitments charges @ 1/2% per annum are payable on the credit amount and @ 3/4% per annum on loan amount.

(d) Alternative ways to fully utilise the credit/loan amount are being explored in consultation with the World Bank.

Revenue Earning by Air India

740. SHRI BALASAHEB VIKHE PATIL :

SHRI SRIBALLAV PANIGRAHI:

Will the Minister of TRANSPORT be pleased to state :

(a) whether Air India is losing on Indo-UK and Indo-USA route ;

(b) whether the general revenue earning by Air India is showing a steady decline ;

(c) if so, whether an indepth study has been conducted to find out remedies to improve the present situation and

(d) if so, details of the action proposed ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) These routes have been generating surpluses over cash costs and thus contributing substantially to overheads but profitability is to be evaluated by the total results. In the case of these routes, due to high overheads, there are net losses.

(b) No, Sir. The total revenue earnings of Air India has shown a steady increase over the years.

(c) and (d) The performance of individual routes on the systems network of Air India is being closely monitored and corrective measures are taken from time to time to improve revenue earnings.

Recommendation of Transport Development Council

741. SHRI BALASAHEB VIKHE PATIL :

SHRI SATYENDRA NARAYAN SINHA :

SHRI V.S. VIJAYARAGHAVAN :

SHRI AKHTAR HASAN :

SHRIMATI JAYANTI PATNAIK:

Will the Minister of TRANSPORT be pleased to state :

(a) whether the Transport Development Council met in Delhi in October, 1985 ;

(b) whether the Council has suggested abolition of national permits for trucks ;

(c) if so, its likely impact on high rated traffic at present carried by railways ;

(d) whether the cost-effectiveness of road and rail transport had been compared before taking this decision ;

(e) the details of the other recommendation of the Council ;

(f) whether government have considered them ; and

(g) if so, the recommendation accepted for implementation ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes, Sir.

(b) to (d) The Council has recommended the abolition of quota restriction on the national permits for public carriers. It is held that, on assessment of all relevant factors, such a step is not likely to have any appreciable impact on the high-rated traffic at present carried by Railways. Cost effectiveness for rail and road transport would remain the same as at present. Abolition of quota system would only check the malpractices.

(e) The other recommendations made by the TDC. include levy of composite fee in lieu of taxes payable by the permit holder at the rate of Rs. 2000/- for each plying State and Rs. 1000/- for U.T. per year, besides Home State Taxes, an increase by 50% in the number of all India Tourist Permits for Taxi-cabs over the existing levels ; constitution of a small Committee of Transport Minister of some States to go into various aspects of the all-India Tourist Permits for buses ; adoption of guidelines for allocation of all India Tourist Permits on the basis of population and highway kilometerage.

(f) and (g) Necessary steps for processing and further implementation have been initiated.

Open University and Model Schools

742. DR. PHULRENU GUHA : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) when the open university will start functioning and where ; and

(b) how many model schools will be started by 1985-86 ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) The Indira Gandhi

National Open University has started functioning in Delhi. However, it will take some time before the university can initiate its academic programmes for which considerable preparatory work has to be done.

(b) During 1985-86, 2 experimental model schools are proposed to be opened, subject to infrastructural arrangements being completed in time.

Maintenance of National Monuments

743. SHRI AMAR ROYPRADHAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have made any provision in the Seventh Plan for the safety, upkeep and maintenance of the national monuments ; and

(b) if so, the funds allocated for the purpose and, if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Yes, Sir.

(b) Provision of Rs. 17.75 crores has been made under Plan for this purpose.

Agreement to Allow Emirate Airlines to Operate on Dubai-Delhi-Bombay Route

744. SHRI SATYENDRA NARAYAN SINHA : Will the Minister of TRANSPORT be pleased to state :

(a) whether India has signed an agreement with any Gulf country to allow Emirates Airlines to operate on the Dubai-Delhi-Bombay route ;

(b) if so, whether the operation of an additional airline on this route would effect Air India's Gulf traffic ; and

(c) if so, how does Air India hope to break even in the current financial year in which its profits are expected to fall very sharply ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Yes, Sir. The Government of India have signed an agreement with the Government of United

Arab Emirates to permit operation of air services between India and Dubai by EMIRATES airline.

(b) No Sir. 'Emirates' is not an additional airline because with its inception, the operations of Gulf Air the former airline operating on this route have been suspended.

(e) Does not arise.

Involvement of Private Agencies to Construct Bridges

745. SHRI V. SOBHANADREESWARA
RAO :
SHRIMATI JAYANTI
PATNAIK :

Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that at several important places of National Highways, bridges on rivers could not be constructed by Government due to paucity of funds ;

(b) if so, whether Government are considering a proposal to allow private agencies to construct bridges and collect toll ;

(c) whether a decision has since been taken in this regard and guidelines prepared ; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) to (c): Yes, Sir.

(d) The following types of schemes have been considered suitable for private sector financing :

(i) Selected byepasses around big cities.

(ii) New facilities such as Expressways.

(iii) New Bridges.

(iv) Four-laning of two-lane sections with two fast lanes with toll fee and two slow lanes without toll fee.

In selecting such schemes the following criteria will have to be fulfilled.

(i) The new facility should not result in a monopoly and hence there should be an alternative facility available to the general public.

(ii) The source of funds for the private entrepreneurs should be from their own resources and open market borrowings.

(iii) The entrepreneur will be allowed to fix the tariffs according to his commercial judgement subject to the interests of the users being protected through the existence of a toll-free facility.

Leakage in Taj Mahal

746. SHRI PRAKASH V. PATIL :
SHRI BANWARI LAL
PUROHIT :
SHRI UTTAMRAO PARIL :
DR. B.L. SHAILESH :

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

(a) whether it is a fact that the Taj is leaking from several places and this will cause irreparable loss to the world famous mausoleum,

(b) how could this come about when the Archaeological Survey of India has an office located at Agra with adequate outfit of staff ;

(c) when were these leaks located ; and

(d) the steps taken to stop them ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) No, Sir. However, seepage was detected at one spot and this was promptly plugged.

(b) The seepage is a sudden development due to unseasonal and unprecedented rains.

(c) The seepage was detected on 10th October, 1985.

(d) The seepage has been plugged by removing the aged and pulverised lime concrete on and around the berm and relaying fresh lime concrete mixed with necessary waterproofing compound.

**Unsatisfactory Construction Pace of
Takari Project in Maharashtra**

747. SHRI PRAKASH V. PATIL :
Will the Minister of WATER
RESOURCES be pleased to state :

(a) whether Government are aware that the pace of construction of the Takari Project in Maharashtra which is a medium project and very vital for the area is utterly unsatisfactory ;

(b) if so, what are the factors responsible therefor ;

(c) what is the Central assistance sought/given ; and

(d) the steps being taken to accelerate the pace of work and by what time this will be completed ?

THE MINISTER OF WATER
RESOURCES (SHRI B. SHANKARA
NAND) : (a) to (d). Information is being
collected from the Maharashtra Govern-
ment.

**Paucity of Life Saving Drugs in All
India Institute of Medical Sciences**

748. SHRI PRAKASH V. PATIL :
SHRI MANVENDRA 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 Hindustan Times dated 15 October, 1985 about the paucity of life saving drugs in All India Institute of Medical Sciences, New Delhi ;

(b) what is the position of the supply of vital drugs in other Central Government hospitals in Delhi ;

(c) whether such shortages have become rather frequent causing great hardship to patients ; and

(d) whether Government would conduct an indepth enquiry to ensure that medicines in the All India Institute of Medical Sciences are properly stored and such shortages do not crop up frequently ?

THE DEPUTY MINISTER IN THE
DEPARTMENT OF FAMILY
WELFARE (SHRI S. KRISHNA KUMAR):
(a) The All India Institute of Medical

Sciences have reported that there is no paucity of life saving drugs as listed in the Institute's drug list. There was, however, a temporary shortage of a few drugs during the month of October 1985, but this was made good by effecting purchases from the open market.

(b) All the vital drugs are available in the other Central Government hospitals in Delhi.

(c) and (d) Do not arise.

U.P. Districts Hit by Encephalitis

749. SHRI PRAKASH V. PATIL :
SHRIMATI KISHORI SINHA :

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

(a) whether it is a fact that at least 3 districts of U.P. are hit by encephalitis in a big way ;

(b) whether other areas in the country are also affected ;

(c) if so, what steps have been taken to arrest the spread of this fatal disease ;

(d) whether to combat with this disease India has to import medicines from Japan/ other countries and whether the country is self-sufficient to treat it ; and

(e) the number of deaths that took place due to encephalities during the last one year ?

THE DEPUTY MINISTER IN THE
DEPARTMENT AND FAMILY
WELFARE (SHRI S. KRISHNA KUMAR):
(a) and (b) According to available infor-
mation there has been an increase in the
incidence of Encephalitis cases in certain
parts of Uttar Pradesh and West Bengal.

(c) A team from National Institute of Communicable Diseases, Delhi and All India Institute of Hygiene and Public Health, Calcutta were deputed to Uttar Pradesh and West Bengal respectively to render the necessary advice and assistance to the State Governments. Both the State Governments have taken the necessary containment measures including insecticides spraying, health education, publicity and treatment of patients. It

appears that the incidence pattern is currently on the decline.

(d) Generally symptomatic treatment is required to be given to Japanese Encephalitis patients. India is self-sufficient and is not importing drugs from Japan or any other country. However, at present vaccine against Japanese encephalitis is imported from Japan as and when required for use for population at risk.

(e) There have been 1390 deaths (prov.) due to Japanese Encephalitis during 1984.

Master Plan Prepared by U.P. Government for Control of Flood

750. SHRI ZAINUL BASHER : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Government of Uttar Pradesh have prepared a comprehensive master plan for the control of floods and have forwarded it to the Ministry for approval and Financial assistance ;

(b) if so, the total expenditure on the plan and assistance sought from the Central Government ; and

(c) reaction of Government thereto ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) No such comprehensive master plan for the control of floods have been forwarded by the Government of Uttar Pradesh to the Ministry for approval and financial assistance.

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

Work on Sutlej-Yamuna Link Canal

751. SHRI DHARAM PAL SINGH MALIK :

SHRI KALI PRASAD PANDEY :

SHRI SUBHASH YADAV :

SHRI VISHNU MODI :

SHRI V. TULSIRAM :

SHRI KAMLA PRASAD SINGH :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Sutlej-Yamuna Link Canal construction work is going on as per scheduled programme ;

(b) whether this project is starved of funds ;

(c) whether Government propose to release more funds for the completion of this project and if so, the details thereof ; and

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

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND):

(a) Yes, Sir.

(b) No, Sir.

(c) In the meeting held in this Ministry on 4th October, 1985, it was agreed that to meet the immediate requirement of funds for the project, an amount of Rs. 30 crores, Rs. 10 crores and Rs. 4 crores would be released by the Government of India, Government of Haryana and Government of Punjab respectively. The Central Government and the Government of Haryana have already released the money and the Government of Punjab is likely to release the amount shortly.

(d) The Project is likely to be completed by 15th August, 1986.

Work on Telugu-Ganga Project

752. SHRI DHARAM PAL SINGH MALIK :

SHRI SUBHASH YADAV :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the Telugu Ganga Project in Andhra Pradesh has been going on as per schedule ;

(b) if so, money so far spent on this project ; and

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

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND):

(a) to (c). According to the information received from the State Government they have been incurring expenditure on the Telugu Project from 1983-84 and they have spent Rs. 62.58 crores till 15th July, 1985. Since the Project has not been approved by the Planning Commission, the question of the time by which the Project will be completed does not arise.

Purchase of Air Bus in Place of Boeing Aircraft

753. SHRI YASHWANTRAO GADAKH PATIL : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have rescinded its earlier decision to purchase Boeing aircraft for Indian Airlines in favour of acquiring Airbus for the fleet modernisation ? and

(b) if so, what are the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b). A letter of intent was earlier issued by Indian Airlines, subject to Government approval, to M/s. Boeing for purchase of 12 Boeing 757 aircraft. This has since been cancelled and a fresh letter of intent issued to M/s. Airbus Industries for purchase of A-320 aircraft. This was done because of the techno-economical advantages of the Airbus A-320 aircraft over Boeing 757 aircraft.

Group Insurance Scheme for Railway Porters.

754. SHRI V.S. KRISHNA IYER : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal before Government to introduce Group Insurance Scheme for Railway porters ; and

(b) if so, when will it be introduced ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Yes Sir.

(b) It was suggested to the National Federation of Railway Porters, Vendors and Bearers that the operation of this scheme together with the administrative work could be entrusted to them. No further decision could be taken in this matter for want of response from the Federations.

Birth Rate

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

(a) the names of States where birth rate is above national average ; and

(b) steps being taken to effectively implement the family welfare programme in those States ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) The annual estimates of birth rate are provided by the Sample Registration System (SRS) of Registrar General, India. Based on the estimated birth rates for the latest available year i.e. 1983, the following States have shown higher birth rate than the national level :

Assam, Bihar, Gujarat, Haryana, Madhya Pradesh, Orissa, Rajasthan, Sikkim and Uttar Pradesh.

(b) An Action Plan has been formulated by the Ministry to control population growth in the country. The major elements of the Action Plan are increased community participation, improved communication, strategy, provision of suitable incentives improving programme management and appropriate research and evaluation.

[Translation]

New Railway Lines During Seventh Plan

756. SHRI KAMLA PRASAD RAWAT : Will the Minister of TRANSPORT be pleased to state :

(a) the names of the places in the country where new railway lines would be laid during the Seventh Five Year Plan ;

(b) the amount of expenditure to be incurred on these new railway lines ; and

(c) the names of the places together with details where metre-gauge lines would be converted into broad-gauge lines besides laying new railway lines ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) to (c). The 47 New Line Projects and 18 Gauge Conversion Projects, mentioned in the Budget papers 1985-86, will be progressed to the extent possible, depending on resources made available on year to year basis, during the Seventh Five Year Plan period.

[English]

Steam Engines Condemned and Sheds Closed**Use of Soviet Technology for Construction of Dams**

757. SHRI BANWARI LAL PUROHIT : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Government propose to use Soviet technology for designing and construction of dams in the country ;

(b) whether any discussion with the Soviet experts in this regard was held recently ;

(c) if so, details thereof ; and

(d) when a final decision is likely to be taken ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) Under the Protocol signed between India and the U.S.S.R. for technical cooperation in the field of Water Resources Development, the designing and construction of dams is one of the items identified for cooperation.

(b) to (d) An Indian expert team visited the U.S.S.R. in September-October, 1985 and had discussions with Soviet experts in this regard.

The delegation has identified some features in Soviet dams design and construction which could be adopted in India where applicable. They include :

- (i) Treatment of dam foundation which has water soluble gypsum lenses.
- (ii) Special type of energy dissipation arrangements.
- (iii) Wave deflectors on top of embankment dams.
- (iv) Reinforced concrete panels on the upstream face of dam in place of rip-rap.
- (v) Fish transportation system across a regulator by a travelling net.

**758. SHRI MOHANBHAI PATEL :
SHRI AMARSINH RATHAWA :**

Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that a number of steam engines are condemned every year ;

(b) if so, their number. Zone-wise, during the last three years ;

(c) whether it is also a fact that due to the condemning of steam engines many sheds have been closed down ;

(d) if so, the number of the sheds closed down in Western-Zone, till date ;

(e) whether it is a fact that many trains have been cancelled, if so, the number of trains cancelled during the year 1984-85 ;

(f) whether Government propose to consider introduction of diesel engine in place of steam engine on those lines from where steam engine has been withdrawn ; and

(g) how the condemned steam engines are being disposed of ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Yes, Sir.

(b) A statement is given below.

(c) Yes, Sir.

(d) On Western Railway only Godhra steam shed has been closed but due to change of traction.

(e) No, Sir. No trains have been cancelled due to condemnation of steam locos in 1984-85.

(f) Whenever Steam locomotives are withdrawn their replacement by alternative modes of traction including diesel traction is considered.

(g) Mostly sale through public auction.

Statement

Condemnation-Steam Locos

During last three years

C.R.	E.R.	N.R.	N.E.R.	N.F.R.	S.R.	S.C.R.	S.E.R.	WR	Total
1982-83									
114	200	170	24	58	75	67	75	153	936
1983-84									
—	16	14	26	9	9	1	75	6	156
1984-85									
7	—	65	10	13	2	—	5	11	113

Use of Imported and Fully Equipped Mobile Hospitals on Wheels

759. SHRI MAHENDRA SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether fully equipped mobile hospitals on wheels, including operation theatre etc., were imported by Government during 1977-78 incurring heavy expenditure running into crores of rupees ;

(b) if so, how these mobile hospitals are being used and how many of them are actually being used ; and

(c) how many are lying idle and since when

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c) : 318 Mobile Clinics were received by the Government of India under the U.K. Aid Programme. Three mobile clinics were supplied to each medical college to provide health care services to rural and semi-rural population. The use of the mobile clinics varies from institution to institution depending on a number of factors including the terrain, nature of existing rural health services and the availability of supplementary resources etc. Wherever possible, these Clinics are also used for other National Health Programmes. Government are continuously monitoring the utilisation of these clinics.

Timely Clearance of Teams for World Competitions

760. SHRI MUKUL WASNIK : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there are any set rules, criteria or norms to clear teams for international meets ;

(b) if so, whether the said rules, criteria or norms were applied in the clearance of teams for the World Junior Hockey and Wrestling Championships at the Kobe university and Singapore table tennis competitions etc ; and

(c) whether the said set of rules, criteria or norms have resulted in the delay in the timely clearance of the teams, sportsmen or managers of the teams ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN WELFARE (SHRIMATI MARGARET ALVA) : (a) Yes, Sir.

(b) Yes, Sir. Actually, the Wrestling team went to Tokyo and not to Kobe.

(c) No, Sir.

Setting up Sports Complex at Aurangabad

761. SHRI MUKUL WASNIK : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state ;

(a) whether Government of Maharashtra have suggested to set up a sports complex in the State at Aurangabad ; and

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

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN WELFARE (SHRIMATI MARGARET ALVA) : (a) The Government of Maharashtra had forwarded to as a proposal from the Aurangabad Municipal Corporation for the construction of a sports complex at Aurangabad and have recommended the same for a grant.

(b) The project has been approved for a central grant, subject the usual conditions.

Abnormalities Noticed in Boeing 747

762. SHRI MUKUL WASNIK : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that special inspections have noticed "abnormalities in the tail section of several Boeing 747 Jumbo Jet-liners" flown by Japanese Airlines ;

(b) if so, whether the Indian Airlines and Air-India have also similarly inspected their aircrafts ; and

(c) if so, the results thereof and action taken by Government in the matter ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) : Yes Sir.

(b) and (c) Indian Airlines' fleet does not include Boeing 747. Air India has, however, completed special inspection of the tail section of their Boeing-747 aircraft. No serious defects were noticed during inspection. Air India have, however, been asked to carry out periodic inspection of aircraft tail plane, fin, rudder and aft pressure bulk head on a regular basis.

Central School in Each District of the Country

763. SHRI V. S. VIJAYARAGHAVAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is any proposal to start a central school in each district in the country ;

(b) if so, the steps taken so far in this regard ;

(c) in how many districts central schools are going to be started during the next year ; and

(d) by what time all districts will be covered ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) There is no proposal to start a Central School (as distinguished from Model School) in each district in the country.

(b) to (d) Do not arise.

Objection to the Execution of Irrigation Part of Kularputty-Karappara Multi-Purpose Project

764. SHRI V.S. VIJAYARAGHAVAN : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether any objection was raised to the execution of the irrigation part of the Kularputty-Karappara multipurpose project in Kerala ;

(b) if so, the nature of objection ;

(c) whether Government are reviewing the position with regard to the irrigation part of this project ; and

(d) if so, the facts thereof ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARA NAND) : (a) to (d). The project has not been found acceptable on environmental consideration. The State Government have informed that they are examining alternative sources of water for irrigating the area envisaged.

**Problem of Resistance of Malaria
Parasites to Drugs and use of Herbal
Medicines "Qinghao"**

765. SHRI CHINTA MOHAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that the problem of resistance of malaria parasites to the drugs now available has assumed serious proportions ;

(b) whether it is also a fact that anti-malarial drugs now available cause serious side-effects ;

(c) whether Government are aware of the use of effective herbal medicine "qinghao" in China as reported in 'News Time' dated 15 October, 1985. ;

(d) whether any similar traditional herbal indigenous plants are available in the country and tested out by Central Drugs Research Institute, Lucknow and other laboratories ; and

(e) whether Government are aware of neglect of medical Research and Development for developing antimalaria vaccine and indigenous drugs by Indian Council of Medical Research, Council of Scientific and Industrial Research etc. ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) No, Sir. However, in some pockets of the country *P. falciparum* parasite has shown some resistance to Chloroquine, the traditional drug used for treatment of malaria.

(b) No, Sir.

(c) and (d) According to the information available, "Quinghaose", a herbal medicine used in China from very old days, is very effective in the treatment of cordral malaria. In India also, indigenous Ayurvedic drugs like 'Ayush-64' and Rigril, have been tested in Central Drug Research Institute, Lucknow and National Institute of Communicable Disease, Delhi. Trials of "Ayush" on animal model are still not conclusive.

(e) The I.C.M.R. is actively involved in undertaking malaria vaccine trials in the country under the Gandni Reagan Science Technology Initiative.

On-Going Irrigation Projects in Manipur

766. SHRI N. TOMBI SINGH : Will the Minister of WATER RESOURCES be pleased to state :

(a) the names of the on-going irrigation projects in Manipur and their respective progress ;

(b) whether any survey for irrigation projects is in progress on the sources of Imphal and the Iril rivers in Manipur ; and

(c) if so, the details thereof ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) The information is given in the statement given below.

(b) and (c) The Central Government is not carrying out any surveys for irrigation projects in Manipur. The State Government are carrying out surveys of 17 irrigation projects on different rivers including Iril, of which work on 5 projects is in an advanced stage.

**Statement
Progress of Ongoing Irrigation Projects in Manipur**

(Rs. in crores)

Sl. No.	Name of the Project	Latest estimated cost	Anticipated Expenditure Incurred upto March, 1985
1	2	3	4

PRE SEVENTH PLAN PROJECTS

A. Major Projects

1. Singda Irrigation	9.08	7.41
2. Thoubal	80.00	11.86
3. Loktak Lift Irrigation Scheme	23.53	21.36
4. Khuga	34.00	4.19

1

2

3

4

B. Medium Projects

1. Khaupam Dam	2.98	2.75
2. Imphal Barrage	5.28	4.75
3. Seikmai Barrage	6.64	5.57

Steps for Uniform Standard of Education
by University Grants Commission

767. SHRI N. TOMBI SINGH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the University Grants Commission is taking up any steps for ensuring uniform standard of education at the University level throughout the country;

(b) if so, details thereof ; and

(c) if not, whether the Commission proposes to conduct a special survey in this regard to identify the main causes of the lack of uniformity in standard and to find remedies thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b). In order to ensure a measure of comparability in the standards of education offered by different universities, the University Grants Commission has prescribed regulations specifying the minimum standards of instructions for the award of BA/B. Sc/B. Com. degrees by the universities. These regulations provide that the number of actual teaching days in an academic year should not be less than 180; that the universities should adopt the guidelines issued by the U.G.C. for the conduct of examinations ; that teachers who do not fulfil the minimum qualifications prescribed by the Commission should not be appointed to teaching posts ; and that the workload of teachers should be prescribed in accordance with the guidelines issued by the U.G.C. The Commission has also decided to hold a national test for the award of Junior Research Fellowships. This test is intended to ensure that there is a measure of comparability in the performance levels of graduates from different universities who are awarded fellowshi ps.

(c) Does not arise.

Lifting of Ban on Creation of Posts for
the Metro Railway

768. SHRI PRIYA RANJAN DAS MUNSI : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Metro Railway authorities have requested the Department of Railways to lift the ban on creation of posts for the Metro Railway in Calcutta.

(b) if so, the details thereof ;

(c) the number of staff required for the running and maintenance of Metro Railway in Calcutta ;

(d) the contemplation of Government in relation to the proposal for lifting of the ban on creation of posts for the Metro Railways ; and

(e) the steps taken/proposed for selection of suitable staff for maintenance, engineering, security, electrical and other departments of Metro Railway in Calcutta ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) to (e). A statement is given below.

Statement

(a) No, Sir.

(b) Does not arise.

(c) For the already commissioned Esplanade-Bhowanipur and Dum Dum-Belgachia sections, 317 staff and 7 officers are deployed. Additional staff and officers as needed will be posted when further sections are opened.

(d) Does not arise in view of reply to Part (a) of the question.

(e) Metro Railway are filling the posts for maintenance and operation in the light of the guidelines approved by the Railway Board. These guidelines provide for posts like Booking Clerks, Ticket Collectors, etc. being filled from among Group 'C' and 'D' staff drafted from Zonal Railways and casual labour in Metro Railway, in a manner considered convenient and equitable by the Railway. The drafting of these staff for the posts for maintenance and operation will be subject inter-alia to eligibility and screening or selection as the case may be. Specialised posts like Drivers, Assistant Station Masters, Section Controllers, etc., are being filled by drafting suitable staff from the Zonal Railways.

[Translation]

**Electrification of Railway Lines
During Seventh Five Year Plan**

769. SHRI SHANTI DHARIWAL : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Department of Railways have taken a decision to electrify some railway lines during the Seventh Five Year Plan ;

(b) if so, whether Delhi-Jaipur, Delhi-Jodhpur and Delhi-Bikaner railway lines are also proposed to be electrified during this period ;

(c) if so, the time by which electrification work thereon is proposed to be started ; and

(d) if not, reasons therefor ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Yes, Sir.

(b) No. Sir.

(c) Does not arise.

(d) Electrification of Railways is a capital intensive work and the expenditure is incurred by priority on sections which have the highest traffic density, so as to obtain maximum and quickest return on capital invested. The present priorities for electrification are to cover the trunk routes connecting the Metropolitan towns i.e., Delhi-Bombay, Calcutta-Bombay and Delhi-Madras and other routes important for movement of coal and iron ore etc.

In view of the priorities for electrification of trunk routes and constraint of resources, as well as low densities on these sections it has not been feasible to include electrification of Delhi-Jaipur, Delhi-Jodhpur and Delhi-Bikaner Railway lines in the Railways programme of electrification in the VIIIth Five Year Plan.

Opening of Zonal Office at Bilaspur or Jabalpur in Madhya Pradesh

770. SHRI SUBHASH YADAV. Will the Minister of TRANSPORT be pleased to state :

(a) whether the Department of Railways are considering opening a zonal office of railway either in Bilaspur or Jabalpur in Madhya Pradesh ;

(b) if so, the details thereof ; and

(c) the reasons for the opening such a zonal centre so far ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) to (c). Yes, Sir. Formation of a new zone, namely East Central Zone has been accepted in principle by this Ministry. The actual setting up of this zone has, however, been deferred due to paucity of funds.

[English]

**Setting up of Periodical Over-Hauling
Workshop at Kolanukonda (S.C.
Railway)**

771. SHRI C. MADHAV REDDY : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that several experts had suggested and recommended setting up of a periodical overhauling (POH) workshop at Kolanukonda near Vijayawada on South Central Railway at a cost of Rs. 20 crores ;

(b) whether it is a fact that for this the Railway Administration has already earmarked 30 acres of land at Kolanukonda and

(c) the progress made in the setting up of the (POH) workshop at Kolanukonda ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) The Govern-

ment is not aware of any experts group suggesting or recommending setting up of a POH workshop at Kolanukonda on S.C. Railway. However, a new Broad gauge wagon repair Shop has been set up at Guntupalli near Vijayawada at a cost of approximately Rs. 26.50 crores.

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

Hotels Run by the Indian Railways

772. SHRI C. MADHAV REDDI : Will the Minister of TRANSPORT be pleased to state :

(a) whether Indian Railways have entered into Hotel line as well ;

(b) if so, details of Hotels being run by the Indian Railways State-wise ;

(c) the profit earned by these Hotels during the last three years and the occupancy percentage in these Hotels during the period ;

(d) whether Railways are proposing to run new Hotels ; and

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

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) to (c). Railways are running two Hotels, one at Puri in Orissa and the other in Ranchi in Bihar. The profits and occupancy of these Holes during the last three years are as under :

Hotel	Year	Occupancy Ratio	Profits (Rs.)
Puri	1982-83	49%	437942
	1983-84	41.7%	335000
	1984-85	24%	178650
Ranchi	1982-83	57.4%	129310
	1983-84	41.6%	96000
	1984-85	25%	65850

(d) and (e). There is no proposal at present for running any new Hotel.

Introduction of New Trains

773. SHRI C. MADHAV REDDI :
SHRI M. RAGHUMA REDDI :

Will the Minister of TRANSPORT be pleased to state :

(a) the number of coaches (class-wise) and locomotives (type-wise i.e. B.G. M,G. Electric/Diesel) added to the fleet since 31 March 1984 ;

(b) the details of requests pending with Government for introduction of New trains ; and

(c) when does Government expect to meet the requests.

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) A Statement I is given below giving additions during 1984-85.

(b) A list of some of the pending demands is given in the statement II below.

(c) No Time schedule can be given. Such of the requests which are justified and feasible will be considered subjected to availability of resources.

Statement I

Holding as on 1-4-1984

Locos				
BG	Diesel	Addition to the fleet		
	Holding as on			
	1-4-84	1-4-85		
WDM1	97	95	(—)	2
WDM2	1562	1608	(+)	46
WDM4	71	71	—	
WDM6	2	2	—	
WDS1	11	11	—	
WDS5	21	21	—	
WDS6	37	40	(+)	3
WDS2	29	29	—	
WDS4+4B	351	362	(+)	11
WDS4D	—	2	(+)	2
WDM3	8	8	—	
Total BG	2189	2249	(+)	60

MG	Diesel		
YDM3	30	30	—
YDM4	369	393	(+) 24
YDM4A	66	65	(—) 1
YDM5	25	25	—
YDM1	20	20	—
Shunters (fowler)	9	9	—
Total MG	519	542	(+) 23
Total BG+MG	2708	2791	(+) 83

BG	Electric		Addition to the fleet
	Holding as on		
	1-4-84	1-4-85	
1	2	3	4
WAM1	96	94	(—) 2
WAM2	32	32	—
WAM3	2	2	—
WAM4	493	490	(—) 3

1	2	3	4
WAG1	103	101	(—) 2
WAG2	39	39	—
WAG3	10	10	—
WAG4	172	172	—
WAG5A+B	58	112	(+) 54
WAP1	4	5	(—) 1
WGM1	7	7	—
WCM2	12	12	—
WCM3	3	3	—
WCM4	7	7	—
WCM5	20	20	—
WCG1	19	19	—
WCG2	57	57	—
WCS1	1	—	(—) 1
WCAM1	53	52	(—) 1
Total BG	1188	1234	(+) 46

MG	Electric		
YAM1	20	20	—
Total			
BG+MG	1208	1254	(+) 46

Coaches						
Type	BG		Addition to the fleet	MG		Addition to the fleet
	Holding as on 1-4-84	1-4-85		Holding as on 1-4-84	1-4-85	
1. AC. First	123	107	(—) 16	—	—	—
2. AC. Chaircar	92	91	(—) 1	—	—	—
3. AC. 2 Tier	247	297	(+) 50	10	10	—
4. First Class	1286	1268	(—) 20	588	574	(—) 14
5. General						
IIInd	6584	7111	(+) 527	4818	4698	(—) 120
6. General						
IIInd Sleeper	4401	4509	(+) 108	1310	1314	(+) 4
7. Other	4016	4011	(+) 65	2599	2501	(—) 98
Total PCVs	16,749	17,464	(+) 715	9,325	9,097	(—) 228
Total OCVs	4,698	4,726	(+) 28	2,874	2,900	(+) 26
Total Coaches	21,447	22,190	(+) 743	12,199	11,997	(—) 202

Statement II**Statement Showing some of the Pending Demands for Introduction of New Trains**

1. Patna—Madras Central
2. Patna—Bombay
3. Delhi—Ranchi via Faizabad/LKO
4. Delhi—Bombay via Nagda
5. Bhatinda—Hardwar
6. Allahabad—Rajkot/Hapa
7. New Bongaigaon—Bombay
8. Bombay VT—Gorakhpur
9. Howrah—Dwarka
10. Visakhapatnam—Ahmedabad
11. Durg—Trivandrum
12. Bombay—Lucknow
13. Bombay—Kanpur
14. Bhusaval—Jabalpur
15. Bikaner—Kachiguda via Jodhpur
16. Delhi—Manmad
17. Bombay—Nagpur
18. Delhi—Pune
19. Howrah—Pune
20. Bhopal—Varanasi
21. Delhi—Nagpur
22. Kota—Madras/Trivandrum
23. Howrah—Hapa
24. Hapa—Hyderabad
25. Hapa—Bangalore
26. Jodhpur—Hyderabad
27. Howrah—Puri
28. Varanasi—Calcutta
29. Howrah—Anand
30. Delhi—Malda Town
31. Katpadi—Bangalore
32. Wardha—Bombay

33. Ahmedabad—Bangalore
(via Guntakal)

34. Adilabad—Mudkhed
Secunderabad

35. Ahmedabad—Hyderabad

36. Sholapur—Bangalore

37. Miraj—Bombay

38. Howrah—Hyderabad

39. Secunderbad—Trivendrum

40. Machilipatnam—Hyderabad

41. Warangal—Hyderabad

42. Guntur—Guntakal/Bangalore

43. Gorakhpur—Sealdah

44. Hissar—Jammu Tawi

45. Chandigarh—Lucknow

46. Delhi—Hyderabad

47. Hyderabad—Bangalore

48. Kazipet—Waltair

49. Bangalore—Sholapur

50. Hyderabad—Patna

51. Waltair—Delhi.

Mental Cases and Hospitals State-Wise

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

(a) whether Government carried out
a survey of mental cases in the country ;
and

(b) if so, details of Mental Hospitals
in the country and the number of patients
in each of them State-wise ?

THE DEPUTY MINISTER IN THE
DEPARTMENT OF WELFARE (SHRI S.
KRISHNA KUMAR) : (a) and (b). No.
country-wide survey of mental cases in the
country has been carried out so far. However,
the Indian Council of Medical Research has
conducted a survey on severe mental
disorders at four centres in India, viz.
Bangalore, Baroda, Calcutta and Patiala
during 1975-1979. List of Hospital/
Institutions having specialist treatment
facilities for mental patients is given in

the statement I below. A statement II giving number of patients of mental disorders treated in specialized mental hospitals in different States/Union Territories is also given below.

Statement I

List of Hospitals/Institutions Having Specialised Treatment Facilities for Mental Patients

1. The Superintendent I/C Government Hospital for Mental Care, Waltair, Vishakhapatnam-530003 Andhra Pradesh.
2. The Superintendent, Government Hospital for Mental Care, Hyderabad-Andhra Pradesh.
3. The Superintendent, Mental Hospital, Tezpur, Darrang-784001, Assam.
4. The Superintendent, Ranchi Mansik Arogyashala, Kanke, Ranchi-834006, Bihar.
5. The Directors and Professor, Central Institute of Psychiatry, Kanke, Ranchi-834006, Bihar.
6. The Superintendent, Davis Institute of Neuropsychiatry, (Kishore Nurshing Home) Boreya Road, M Kanke. Ranchi-834007, Bihar.
7. The Superintendent, Mental Hospital, Outside Delhi Gate, Shahibag Rd. Ahmedabad-380004, Gujarat.
8. The Superintendent, Mental Hospital, arelibag, Baroda, Gujarat.
9. The Superintendent, Mental Hospital, Ramnagar, Gujarat.
10. The Superintendent, Mental Hospital, Baj-Kutch-370001, Gujarat.
11. The Superintendent, Kasturba Mental Hospital, Maroli, Tal, Navasari, Distt. Valsal Gujarat.
12. Mental Institution, Kalawada, Rajkot, Gujarat.
13. The Medical Superintendent, Government Hospital for Psychiatric Diseases, Jammu, J and K.
14. The Medical Superintendent Government Hospital for Psychiatric Diseases, Rainawari, Khatidarwaza Srinagar, Jammu and Kashmir.
15. The Director, National Institute of Mental Health and Neuro Sciences, Bangalore-560029, Karnataka.
16. The Superintendent, Mental Hospital. Dharwar-580008, Karnataka.
17. The Superintendent, Government Mental Hospital, Trivendrum-695005, Kerala.
18. The Superintendent, Government Mental Hospital, Trichur-680004, Kerala.
19. The Superintendent, Government Mental Hospital, Calicut, Kozhikode-673016 Kerala.
20. The Psychiatrist, Mental Hospital, Indore-452003, M.P.
21. The Psychiatrist, Mental Hospital, Gwalior-474003, M.P.
22. The Superintendent, Central Mental Hospital, Yervada, Pune-411006 Maharashtra.

23. The Superintendent,
N.M. Mental Hospital,
Thana-400601, Maharashtra.
24. The Medical Superintendent,
Mental Hospital,
Chhindwara Road,
Nagpur-440013, Maharashtra.
25. The Superintendent,
Mental Hospital,
Ratnagiri-415612,
Maharashtra.
26. The Director,
Kripamayee Institute for
Mental Health,
Miraj, P.O. Wanleswadi,
Distt. Sangli, Maharashtra.
27. The Superintendent,
Mental Hospital,
Jail Colony,
Kohima-797001, Nagaland.
28. The Addl. Superintendent,
Mental Health Institute,
S.C.B, Medical College Hospital,
Cuttack-753071, Orissa.
29. The Medical Superintendent,
Punjab Mental Hospital,
Amritsar-143001, Punjab.
30. The Superintendent,
Mental Hospital,
(Psychiatric Centre)
Janta Colony,
Jaipur-302004, Rajasthan.
31. The Superintendent,
Mental Hospital,
(Psychiatric Centre)
Sastri Nagar,
Jodhpur-342001, Rajasthan
32. The Superintendent,
Institute of Mental Health,
Kilpauk, Madras-600010.
33. The Sen. Med. Superintendent,
Mental Hospital,
Agra-282002 U.P.
34. The Sen. Med. Superintendent,
Mental Hospital,
Bareilly-243001, U.P.
35. The Superintendent,
Mental Hospital,
Varanasi-221002, U.P.
36. The Clinical Director,
Noor Manzil Psychiatric
Centre, Lal Bagh,
Lucknow-226001, U.P.
37. The Superintendent,
Mental Observation Ward,
7, D.L. Khan Road, Bhawanipur,
Calcutta-700025, West Bengal.
38. The Superintendent;
Hospital for Mental Diseases,
18, Gobra Road,
Calcutta-700046, West Bengal.
39. The Administrator,
Lumbini Park Mental Hospital,
115, Girindra Sarkar Bose Road,
Calcutta-700039, West Bengal.
40. The Superintendent,
Juttanagar Mental Health Centre,
(formerly Bangiya Unmad Ashram)
Calcutta-700077, West Bengal.
41. The Chief Medical Officer,
Mental Hospital, Mankundu,
Hoogly-712103, West Bengal.
42. The Superintendent,
Sarkarpol Mental Hospital,
P.O. Mahestala,
24-Parganas, West Bengal.
43. The Superintendent,
Lalgola Special Jail,
P.O. Lalgola,
Murshidabad, West Bengal.
44. The Superintendent,
Mental Hospital, P.O. Berhampur,
Murshidabad, West Bengal.
45. The Medical Superintendent and
Senior,
Psychiatrist, Hospital for Mental
Diseases, G.T. Road, Shahdara,
Delhi-110032.
46. The Medical Superintendent,
Mental Hospital, Institute of
Psychiatry and Human Behavior,
Altinho,
Panaji-403001, Goa, Daman and
Diu.

Statement II

*Number of Patients of Mental Disorders treated in specialised Mental Hospitals
during 1982, 1983 and 1984*

Sl. No.	Name of the States/Union Territories	No. of Mental Hospitals	Total No. of Beds (P)	1982			1983			1984			Dis- charges	Dea- ths	No. of hos- pitals re- ported
				Ad- missions	Dis- charges	Dea- ths	No. of hos- pitals re- ported	Ad- missions	Dis- charges	Dea- ths	No. of Hos- pital re- ported	Ad- mission charges			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1.	Andhra Pradesh	2	900	1425	1460	11	1	1298	1297	13	1	1349	1298	10	1
2.	Assam	1	940	1921	1624	42	1	1425	1380	79	1	2028	2027	62	1
3.	Bihar	3	2473	8919	8752	248	2	8798	8722	149	2	8044	8012	270	2
4.	Gujarat	6	768	874	809	27	5	783	775	31	5	423	302	27	3
5.	Jammu and Kashmir	2	175	1121	1099	7	2	1150	1201	7	2	651	647	3	1
6.	Karnataka	2	1160	5209	5174	36	2	5006	4906	41	2	4525	4499	38	2
7.	Kerala	3	1356	5623	5804	59	2	9333	7969	113	3	5133	4546	53	2
8.	Madhya Pradesh	2	368	1008	987	71	2	1002	924	69	2	979	978	58	2
9.	Maharashtra	5	5875	8997	11337	251	5	9329	9200	194	4	9845	9431	280	5
10.	Nagaland	1	50	30	23	9	1	66	46	1	1	58	49	—	1
11.	Orissa	1	60	1275	1279	2	1	1324	1315	4	1	+	8	+	—
12.	Punjab	1	811	393	397	28	1	374	350	30	1	298	300	33	1
13.	Rajasthan	2	385	1050	1020	6	1	+	+	+	—	1186	1180	5	1

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
14. Tamil Nadu		1	1800	1939	1947	60	1	1917	1887	63	1	2057	2010	43	1
15. Uttar Pradesh		4	1502	2223	2129	74	4	809	798	51	3	718	679	46	3
16. West Bengal		8	1560	1812	1814	61	5	1688	1554	12	3	256	236	—	2
17. Delhi		1	578	690	543	19	1	616	576	24	1	+	+	+	—
18. Goa, Daman and Diu		1	272	1971	1981	2	1	2255	2266	7	1	2370	2363	6	1
Total		46	21033	46480	48179	1013	38	47173	45166	888	34	39920	33563	932	29

Note :—P. Provisional.

[Translation]**Late Running of 1 ML and 2 FBL Trains on Northern Railway**

775. SHRI NIRMAL KHATRI : Will the Minister of TRANSPORT be pleased to state :

(a) whether Railways have received complaints to the effect that 1-M.L. and 2-F.B.L. trains on Northern Railway run very late everyday ; and

(b) if so, the reasons therefor and the action taken thereon ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Yes, Sir.

(b) Late running is mainly on account of heavy alarm chain pulling and hose pipe disconnections on Lucknow-Mughalsarai section and consequent effect on the trains getting out of path. Checks are being conducted in coordination with the State police to curb this menace. Close watch is now being kept on the running of these trains.

[English]**Draft Position of Paradip Port**

776. SHRI SOMNATH RATH : Will the Minister of TRANSPORT be pleased to state :

(a) the number of dredgers capsized in the Paradip Port ;

(b) the reasons therefor ;

(c) whether large vessels calling on the Paradip Port are being diverted to other ports, as they are not able to enter the port because of the draft remaining stagnant at 37 feet or more and as such the iron and other ores could not be exported causing huge loss to the Minerals and Metals Trading Corporation.

(d) whether Port Authorities are not informing the Minerals and Metals Trading Corporation about the draft position of the Port ; and

(e) if so, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Two, one in 1980 and the other in 1985.

(b) The reasons for capsizing of the dredger in 1980 was due to bad weather and error on part of the staff. The reasons for the 1985 incident, are under enquiry

(c) Government is not aware of any diversion of vessels to other ports. However, due to grounding of the dredgers, Paradip Port Authorities have restricted the draft and length overall (LOA) of vessels calling at this Port.

(d) The MMTC as well as all other users of Paradip Port have been informed by Paradip Port Authorities about the draft and other restrictions imposed on vessels calling at this port from time to time. These restrictions are also published in the Paradip Port Gazette for general information.

(e) Does not arise in view of reply at (d).

Family Planning Targets

777. SHRI SOMNATH RATH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) what is the target fixed for the Family Planning in the year 1985-86.

(b) what is the achievement so far ; and

(c) what is the target fixed for Orissa and what is the achievement so far ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR): (a) and (b). The method-wise targets for the country fixed for the Family Planning during the year 1985-86 and the achievements based on the performance reports so far receive from the States are given below :

Method	Annual target 1985-86	Achievements (April to Sept. 1985)
Sterilisation	5,560,300	1,523,741
I.U.D.	3,243,650	1,185,994
C.C. Users	9,514,650	5,019,382*
O.P. Users	960,250	563,907*

*relates to period April to August, 1985.

(c) The method-wise target for 1985-86 under Family Planning programme and the achievements so far reported in respect of Orissa State are given below :

Method	Annual target (1985-86)	Achievements (April to Sep'85)
Sterilisation	210,000	52,513
I.U.D.	100,000	41,438
C.C. Users	157,000	99,750*
O.P. Users	36,000	15,456*

*relates to period April to August, 1985.

Involvement of Voluntary Agencies in Promotion of Culture

778. SHRI HUSSAIN DALWAI : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) whether Government propose to spend huge amount on promotion of culture during the Seventh Five Year Plan, if so, whether Government propose to involve some voluntary agencies for promotion of culture in India and abroad ;

(b) if so, the criterion for selection of voluntary service organisations for this purpose ; and

(c) which are the countries in which Government are planning to host cultural festivals in the near future ?

THE MINISTER OF STATE IN THE
DEPARTMENTS OF EDUCATION AND

CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) The Seventh Five Year Plan outlay for promotion and dissemination of culture is being enhanced. Financial assistance is given to Voluntary Organisations engaged in the promotion, propagation and dissemination of culture in India. Financial assistance is also extended to the Indo-foreign friendship societies abroad for promotion of Indian Culture.

(b) On the basis of the recommendations of State Governments or State Akademies and the Expert Committees, financial assistance is extended to Registered Voluntary Organisations of good standing, which have been working in specified fields subject to the fulfilment of terms and conditions of the respective schemes of assistance.

(c) The Government is planning to host a cultural festival in USSR in near future.

Running Extra Buses

779. SHRI M. RAGHUMA REDDY : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that bus services in the Capital and in the National Capital Region is very, unsatisfactory and because of inadequate number of buses, women and children find it difficult to board the buses ;

(b) whether Government are also aware that "lean hours" is a misnomer because in a sprawling city like Delhi, buses have to cover distant places like Faridabad, Ghaziabad, NOIDA etc. and student rush commences in the afternoon ; and

(c) if so, the steps contemplated by Government to run extra buses in the afternoon as well especially towards distant places in the National Capital Region ?

THE MINISTER OF STATE IN THE
DEPARTMENT OF SURFACE
TRANSPORT (SHRI RAJESH PILOT) :

(a) On the basis of assessment made by the Expert Group, the present services by a

DTC fleet of 5409 (including 1385 P.O.) buses are considered adequate to meet the transport requirements of Delhi. As far National Capital Region (NCR) proposals for the transport requirements of the Region as a whole, this has to be considered by the National Capital Region Planning Board which functions under the Ministry of Urban Development. At present the responsibility for providing transport facilities to the people of the areas falling in the Capital Region is of the transport authorities of the concerned States.

(b) and (c) The level of traffic is high in morning and evening hours based on working hours of Government offices and commercial establishments, as also some schools and colleges. There ensues thus a comparative lean period for some time. The transport requirements are however regularly reviewed and assessed and additions wherever necessary are made as far as possible. Faridabad and Ghaziabad are linked with inter—State services. However, NOIDA is well served by the DTC city bus service.

Proposal to Increase the Length of National Highways.

780. SHRI D.L. BAITHA : Will the Minister of TRANSPORT be pleased to state :

(a) the length of National Highways (State-wise) added after 1980 ;

(b) whether there is any proposal to increase the length of the National Highways ;

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

(d) whether it is a fact that the National Highways falling in Bihar State are in very bad shape and need immediate repairs ; and

(e) if so, the measures to be adopted by Government for their repairs ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) ;

(a) 2687 Kms. length Highways was added after 1980 as per details given in the statement below.

(b) No, Sir.

(c) Does not arise.

(d) and (e) The National Highways in the Bihar State are generally in traffic-worthy condition and their development is a continuous process depending on the availability of resources and *inter-se* priority of the each work.

Statement

Statement referred to in reply to part (a) of the Lok Sabha Unstarred Question No. 780 due for answer on the 21st November, 1985, regarding details of National Highways length added after 1980 (6th Five Years Plan) in various States.

S. No.	State	NH. No.	Length of NH added after 1980 in Kms.
(1)	(2)	(3)	(4)
1.	Arunachal Pradesh	52 and 52A	330
2.	Assam	31C, 51, 52 52A, 53, 54.	810
3.	Manipur	53	220
4.	Madhya Pradesh	12	54
5.	Maharashtra	4B	27
7.	Meghalaya	51	127
7.	Mizoram	54	240
8.	Pondicherry	45N	23

(1)	(2)	(3)	(4)
9.	Rajasthan	12	412
10.	Uttar Pradesh	56	285
11.	Tamil Nadu	45A	17
12.	West Bengal	31C	142
Total :			2687 Kms.

Bombay Patna Direct Air Link

781. SHRI D.L. BAITHA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government of Bihar has requested the Civil Aviation Department to air link Patna with Bombay by providing a air service ;

(b) if so, the details thereof ; and

(c) steps taken by Government in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) No, Sir, No such request appears to have been received in the recent past.

(b) to (c) Do not arise.

Air Link with Purnea

782. SHRI D.L. BAITHA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to have air link with Purnea in Bihar State :

(b) whether any target date has been fixed for the same ; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) to (c). Subject to availability of aircraft capacity, development of infrastructure and economic viability of operations, Vayudoot has plans to airlink Purnea during the current financial year.

[Translation]

Regional Hydrogeological Survey by Central Ground Water Board.

783. PROF. NIRMALA KUMARI SHAKTAWAT : Will the Minister of WATER RESOURCES be pleased to state :

(a) the outcome of the regional hydrogeological survey started by the Central Ground Water Board ;

(b) whether National hydrograph network stations have been set up to ascertain the water resources in different parts of the country if so, the number thereof ;

(c) the extent to which ground water resources available in the country are likely to be utilised during the Seventh Plan ; and

(d) the outcome of survey conducted in the dryland of Rajasthan and the additional square metre of land in Rajasthan likely to be brought under irrigation ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND :

(a) The Central Ground Water Board has so far completed regional hydrogeological surveys in an area of 20.32 lakh sq. km. out of the geographical area of 32.88 lakh sq. km. of the country. The surveys have revealed the existence of potential groundwater aquifers, their water quality, the possibilities of development and the estimates of replenishable resource.

(b) 5357 National Hydrograph Network Stations have so far been established throughout the country to monitor changes in the ground water resources.

(c) Ground water resources are expected to be utilised for creating irrigation potential of 6,69 m. ha. during the Seventh Plan.

(d) The surveys conducted in Rajasthan have revealed the availability of ground water from which an irrigation potential of 0.14 m. ha, is expected to be created during the Seventh Plan.

Direct Delhi-Udaipur Air Link

784. PROF. NIRMALA KUMARI SHAKTAWAT : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that there is direct air link for Udaipur from Delhi inspite of maximum foreign tourists visiting there ;

(b) whether it is also a fact that sometimes one has to wait for days to get air passage from this place ?

(c) whether earlier there was a direct air service for Udaipur which has now been withdrawn ; and

(d) if so, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Yes, Sir. Indian Airlines, however, operates a daily Boeing 737 service on the route Delhi-Jaipur-Jodhpur-Udaipur-Bombay and return thus providing an air link between Udaipur and Delhi everyday.

(b) No, Sir.

(c) and (d) Indian Airlines operated a Boeing 737 service on the route Delhi-Udaipur-Aurangabad-Bombay from last November, 1984 to 31st May, 1985. However, the acute shortage of Boeing 737 capacity with Indian Airlines does not permit introduction of this service in the current winter schedule.

[English]

Inauguration of Railway Projects

785. SHRI MOOL CHAND DAGA : Will the Minister of TRANSPORT be pleased to state :

(a) the details of the railway projects inaugurated by the Prime Minister during the last 3 years ;

(b) which of them were completed within the scheduled time and cost ;

(c) in how many above cases the cost had escalated and by how much ;

(d) in how many cases the projects were running beyond scheduled time with reasons for the same ; and

(e) what would be the approximate cost at the completion of each project and when each one is expected to be completed ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) The Railway Projects for which foundation stones have been laid by the Prime Minister, during the last 3 years are as under :

S. No.	Name of the Project	Date of laying foundation stone by P.M.	Estimated cost (Rs. crores)
1	2	3	4
1.	Extension of BG rail link from Jammu to Udhampur	14-4-1973	68.00
2.	"Naranarayan Setu"-Construction of a Rail-cum-Road bridge across river Brahmaputra at Jogighopa along with a BG railway line from Jogighopa to Gauhati.	11-11-1983	Cap. 87.73 Dep. 29.61 117.34

(1)	(2)	(3)	(4)
3.	Satna-Rewa (Construction of a New BG line-58 kms)	31-5-1984	46.13
4.	Rail Coach factory at Kapurthala.	16-8-1985	180.00

(b) All the projects mentioned above are in different stages of progress, except the Satna-Rewa New Line, for which clearance from the Planning Commission is awaited.

(c) Their revised estimates have not been prepared.

(d) The works are being progressed according to availability of resources, which are under severe strain.

(e) Completion of these projects will depend on availability of resources in the coming years. Their cost of completion will depend on their period of completion and the prevailing rates during construction of the project.

[Translation]

Foreign Scholarships to Students

786. SHRI MOOL CHAND DAGA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) The subjects for the study of which 50 students were sent to foreign countries giving them scholarships during 1984 indicating the names of those countries ;

(b) whether in 1985 also some students were sent to foreign countries for study and they were given scholarships ;

(c) if so, the name of those countries ; and

(d) the criteria for their selection ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) A statement is given below.

(b) and (c) Out of the 50 scholarships awarded for 1985, 40 students have so far been sent abroad for higher studies under the scheme of Scholarships for Study Abroad.

(i) U.S.A	:	29
(ii) CANADA	:	7
(iii) U.K.	:	3
(iv) FRANCE	:	1

(d) Candidates are selected on the basis of their merit determined through an interview held by the Selection Committee constituted for the purpose.

Statement

Out of 50 scholars selected during 1984 under the scheme of Scholarships for Study Abroad, 35 candidates availed of the scholarships. Their subject-wise break-up is indicated below :

Subject	No of Scholarships
(1)	(2)
History	1
Paper Technology	4
Chemistry	4
Computer Science	1
Management	1
Biology	4
Biochemistry	2

(1)	(2)
Genetics :	2
Mathematics :	2
Zoology :	4
Naval Architecture :	1
Environmental Science :	1
Archaeology :	1
Psychology :	2
Printing Technology :	2
Metallurgical Engg. :	1
Mechanical Engg, :	1
Geology :	1
Textile Technology :	1

2. The country wise break-up of these 36 scholarships is as follows :

USA :	25
CANADA :	1
U.K. :	6
FRG :	1
AUSTRALIA :	2
JAPAN :	1

Compensation Paid to Victims of DTC Buses during 1984 and 1985

Transport Corporation buses during the years 1984 and 1985 separately and the amount of compensation paid ?

787. SHRI MOOL CHAND DAGA : Will the Minister of TRANSPORT be pleased to state the number of persons killed and seriously injured by Delhi

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : The information is as under :-

Year	Total fleet of buses	No of persons killed*	No of persons injured*	Claim paid by DTC in (Rs.)
1984	4004	242	1442	25,03,069.95
1985	4031	229	1300	41,80,460.29

*involving buses operating on city as well as inter-state routes.

[English]

Proposal to Bring Changes in M.V. Act

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

(a) whether Government propose to bring changes in the Motor Vehicles Act ; and

(b) if so, the details thereof and the steps taken in this direction ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). A Working Group has been set up to review all the provision of the Motor Vehicles Act,

1939 with a view to update the same and also to suggest suitable changes to replace the present Act by a positive and coherent legislation capable of meeting the modern day needs.

Renewal of Railway Track in Gujarat During Seventh Five Year Plan

789. SHRI RANJIT SINGH GAEKWAD : Will the Minister of TRANSPORT be pleased to state :

(a) how many kilometres of Railway track in Gujarat is proposed to be renewed during the Seventh Five Year Plan ;

(b) the cost of such renewal ; and

(c) the total area of renewal and the cost of the same during 1985-86 in Gujarat ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) to (c). The Track Renewals Plan is prepared on all India basis. The position of arrears of track renewals is maintained on Zonal Railway basis and not on State basis. Very approximately 860.5 kms. of railway track in Gujarat is proposed to be renewed during the Seventh Five Year Plan at a cost of Rs. 151.10 crores. A length of 290 km is proposed to be renewed during 1985-86 at a cost of Rs. 50 crores in

Gujarat.

Target for Family Planning for Seventh Plan

790. SHRI SRIKANTHA DATTA NARASIMHARAJA WADIYAR : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the State-wise target set for Family Planning for Seventh Plan ; and

(b) the fresh steps taken to popularise Family Planning programme in the country ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) The State-wise targets for the entire Seventh Plan have not been fixed. However, State-wise, method-wise targets for 1985-86, the first year of the Seventh Plan, are furnished the statement given below.

(b) An Action Plan has been formulated by the Ministry to control population growth in the country. The major elements of the Action Plan are increased community participation, improved communication strategy, provision of suitable incentives, improving programme management and appropriate research and evaluation.

Statement

Family Welfare Targets 1985-86

Sl. No.	State/UTs/Agency	Sterilisation	I.U.D.	C.C. Users	O.P. Users
1.	2.	3.	4.	5.	6.
1.	Andhra Pradesh	530,000	100,000	300,000	80,000
2.	Assam	180,000	24,000	40,000	10,000
3.	Bihar	571,000	174,000	150,000	50,000
4.	Gujarat	300,000	250,000	472,000	74,000
5.	Haryana	100,000	145,000	350,000	25,000
6.	Himachal Pradesh	38,000	21,000	23,000	9,000
7.	J and K	40,000	17,000	15,000	4,000
8.	Karnataka	336,000	160,000	200,000	63,000
9.	Kerala	215,000	55,000	75,000	35,000
10.	Madhya Pradesh	425,000	200,000	500,000	100,000

1	2	3	4	5	6
11.	Maharashtra	565,000	600,000	600,000	148,000
12.	Orissa	210,000	100,000	157,000	36,000
13.	Punjab	120,000	207,000	260,000	28,000
14.	Rajasthan	285,000	85,000	160,000	31,000
15.	Tamil Nadu	475,000	168,000	200,000	76,000
16.	Uttar Pradesh	600,000	665,300	690,000	90,000
17.	West Bengal	450,000	108,000	264,000	82,000
18.	Manipur	6,400	6,200	6,600	900
19.	Meghalaya	600	500	2,200	500
20.	Nagaland	400	200	1,000	600
21.	Sikkim	700	1,000	400	1,400
22.	Tripura	10,000	4,000	3,000	2,000
23.	A and N Islands	1,400	800	500	200
24.	Arunachal Pradesh	400	1,400	500	600
25.	Chandigarh	3,300	10,000	10,000	800
26.	D and N Haveli	1,000	150	550	100
27.	Delhi	30,000	64,000	174,000	2,200
28.	Goa, Daman and Diu	5,000	1,500	8,300	1,600
29.	Lakshadweep	100	200	200	50
30.	Mizoram	3,000	2,000	3,500	700
31.	Pondicherry	7,000	3,600	4,900	1,600
32.	M/O Defence	203,000	12,000	59,000	3,600
33.	M/O Railways	28,000	16,800	288,000	2,400
34.	Commercial Distribution			4,500,000	
	All India	5,560,300	3,243,650	9,514,650	960,250

National Highways Damaged in Kerala Due to Floods

791. SHRI K. KUNJAMBU : Will the Minister of TRANSPORT be pleased to state :

(a) the extent of damage caused to the National Highways in Kerala due to the floods during this year ;

(b) the amount which has been sanctioned by the Government ;

(c) whether any study has been made to find a scientific method by which the National Highways in Kerala could be made more resistant to the recurring flood ; and

(d) is so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b). Damages have occurred to both the National Highways No. 47 and 17 in Kerala due to heavy rains this year. The damages have been assessed and ad-hoc allotment of Rs. 25 lakhs have been made to the State Government for carrying out the necessary immediate repairs.

(c) and (d) No, Sir. The National Highways are designed to take care of normal floods.

Fall in Standard of Teaching in Central Schools

792. SHRI K. KUNJAMBU : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) whether it is a fact that general standard of teaching in the Central Schools is slowly declining ;

(b) if so, the reasons therefor ; and

(c) the special steps being taken to improve the standard ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b). No, Sir. One way to judge the standard of teaching in Kendriya Vidyalayas (Central Schools) can be to compare to performance of students of Kendriya Vidyalayas in Board examinations to the overall performance of all the students taking such examinations of Central Board of Secondary Education. The differential, in favour, of the Kendriya Vidyalayas compared to all the schools affiliated to Central Board of Secondary Education in results of X and XII Board examinations, in terms of the percentage of students who were declared successful, is as below :

Year	Class X	Class XII
1981	0.5	7.1
1982	7.3	8.3
1983	6.7	11.2
1984	6.6	11.1
1985	5.9	10.2

This indicates that the standard of teaching in Kendriya Vidyalayas is not generally declining.

(c) Although the standard of teaching in Kendriya Vidyalaya is not perceived to be declining, the Kendriya Vidyalaya Sangathan is taking steps on a continuous basis to further improve the standard of teaching in their schools. More meticulous academic supervising and in-service training to upgrade the professional skills of teachers is being conducted for this purpose.

Acquisition of Dornier Planes for Vayudoot Services.

793. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government intend to acquire more Dornier planes for Vayudoot services ;

(b) if so, which are the place to be freshly linked by Vayudoot services ;

(c) whether any place in Kerala will be covered by this service ;

(d) if not, reasons therefor ; and

(e) the criterion adopted for connecting the places with Vayudoot service ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Yes, Sir.

(b) Subject to availability of aircraft capacity, development of infrastructure and economic viability of operations, Vayudoot has plans to airlink the following stations in the near future :

Pathankot, Jammu, Poonch, Rajouri, Kistwar, Bhatinda, Patiala, Bhopal, Daman, Diu, Ahmedabad, Kolhapur, Madras, Mangalore, Calicut, Dhanbad, Patna, Purnea, Gaya, Gopalpur, Jeypore, Agartala, Aijwal, Lilabari, Zero, Daporijo, Dibrugarh, Passighat, Tuticorin, Raichur, Hubli, Bellary and Thanjavur.

(c) Yes, Sir.

(d) Does not arise.

(e) The criteria for selecting new stations for airlinking by Vayudoot are as under :—

(i) economic viability of operations.

(ii) geographical terrain.

(iii) tourism and industrial potential of the place.

(iv) availability of infrastructural facilities.

(v) potential to feed services on major routes.

- (vi) affinity of the new stations with the other stations in the region.

Opening of a Booking Office in Cannanore or Malabar Area for Air Passengers from North Kerala

794. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Department of Civil Aviation has an exclusive booking office of its own for Indian Airlines services anywhere in Malabar area of Kerala ;

(b) whether the Ministry of Transport has received any request to consider opening of a booking office in Cannanore or anywhere in Malabar area to cater to the needs of the increasing number of Air passengers from North Kerala ; and

(c) if so, the action proposed to be taken in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) No, Sir. For the convenience of passengers from the Malabar area, 3 sales agents who stock Indian Airlines tickets, have been appointed at Calicut.

(b) and (c) No such request has been received in the recent past.

W.H.O.'s Report RE : Water Borne Diseases

795. DR. G. VIJAYA RAMA RAO : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether according to World Health Organisation majority of the diseases prevalent in India are water-borne and if so, details of such diseases and incidence thereof for the last 3 years ;

(b) what preventive measures have been taken so far and with what results ;

(c) whether it is a fact that incidence of these diseases has been increasing even in cities/towns with protected water supplies and if so, reasons thereof ; and

(d) whether Ganga Pollution Project will help the towns/cities located on the river in reducing incidence of the water-borne diseases and if so, details of the perspective Plan ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c). It is a fact that a large number of diseases prevalent in India are water-borne. These could be classified as under :—

1. Cholera
2. Gastro-enteritis
3. Dysentary
4. Viral Hepatitis
5. Guineaworm.

The incidence in respect of these diseases as reported from different parts of the country for the years 1982-1983 and 1984 is as follows :

CASES

	1982	1983	1984
Cholera	4696	8542	2603
Gastro-enteritis	1015175	1071822	1217996
Dysentary	8995226	7897763	8799153
V. Hepatitis	173460	138890	152331
Guineaworm	25032	27640	14583

The preventive measures taken consist of provision of safe drinking water, health education, propagation of Oral Rehydration Therapy, and a careful surveillance through central and state-level institutions.

(d) The Ganga project is expected to reduce considerably the incidence of water-borne diseases as under this project it is envisaged that no municipal waste water (sewage) which is the source and carrier of diseases, will be allowed to be flowed into the River Ganga.

[Translation]

Conversion of Railway Lines in U.P.

796. SHRI RAJ KUMAR RAI : Will the Minister of TRANSPORT be pleased to state :

(a) the names of railway lines in U.P. proposed to be converted into broad gauge during the Seventh Five Year Plan ;

(b) whether the Doharighat Indara Junction (NER) railway line in District Azamgarh is also to be converted ; and

(c) the time by which the work on Indara Junction to Shahganj junction (NER) section will be started ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) The following on-going Gauge Conversion Projects will be progressed, to the extent possible, according to resources made available during the 7th Plan :

(i) Moradabad-Ramnagar

(ii) Varanasi-Bhatni

(b) No, Sir. Not at present.

(c) There is no proposal for taking up Gauge Conversion of Mau-Shahganj M.G. section to B.G. at present. The Mau-Indara section, is however, already covered in the Varanasi-Bhatni Gauge Conversion Project.

Scheme for Reclamation of Lower Damodar and Amta Channel

[English]

797. SHRI HANNAN MOLLAH : Will

the Minister of WATER RESOURCES be pleased to state :

(a) whether Government have considered the plan for Reclamation of Lower Damodar and Amta Channel ;

(b) if so, the present position of the scheme ;

(c) what steps Government propose to take to implement the scheme ; and

(d) when it is likely to be completed ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND):

(a) to (d). Stage I of the scheme for improvement of drainage system in Lower Damodar areas for channelisation of Amta Channel is almost completed. The revised scheme for Stage-II and Stage III costing Rs. 14.40 crores was considered by the Technical Advisory Committee of the Planning Commission in July 1985 when some further information was desired to be obtained from the State Government which is awaited. Its implementation would be taken up by the State Government in accordance with the availability of funds for approved plan schemes.

Road Overbridge on National Highway No. 34 at Level Crossing at Moregram

798. SHRI ZAINAL ABEDIN : Will the Minister of TRANSPORT be pleased to state :

(a) the progress so far achieved regarding construction of the road-bridge (fly-over) on the National Highway No 34 at the level crossing at Moregram in the Eastern Railway ;

(b) the details of the scheme ; and

(c) when it is likely to be completed ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) The work is proposed to be included in the Railways Works Programme for 1986-87. The preparation of plans drawings has been taken up.

(b) The proposed road over bridge shall be 7.5 metre wide to cater to 2 lanes of traffic and in addition, shall have a 1.5 metre wide pedestrian path on either side.

(c) The completion shall depend upon the availability of funds.

Import of Phosphoric Acid Through Indian Vessels

799. SHRI ZAINAL ABEDIN :

SHRI ANIL BASU :

Will the Minister of TRANSPORT be pleased to state :

(a) whether the Indian shipping companies with acid carriers have to struggle for cargo when India is one of the largest importers of phosphoric acid ;

(b) whether foreign ships keep coming fully loaded with the acid cargo imported by the country ;

(c) if so, the reasons for denying national ships also some of the load ;

(d) whether revision in the practice will be made in future ; and

(e) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) At present, there are only two phosphoric acid carriers under the Indian Flag and they are being regularly employed for the carriage of phosphoric acid to India. However, the purchases being on C and F basis the Indian shipowners have to depend on foreign suppliers for allocation of cargo.

(b) All ships, whether Indian or foreign, are loaded consistent with the quantity available and discharging requirements.

(c) The question does not arise in view of (a) and (b) above.

(d) and (e) The practice is to give first preference to Indian ships. In relation to the import of phosphoric acid the

endeavour is to utilise Indian tonnage to the maximum extent possible.

BOAC Decision to Withdraw Flights from Calcutta

800. SHRI AJIT KUMAR SAHA :

SHRI R.P. DAS:

SHRI SAIFUDDIN CHOWDHARY :

Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that the British Airways is withdrawing its flights from Calcutta from 1st December, 1985 ;

(b) whether Government have received any Memorandum from Members of Parliament requesting Government to pursue the matter with the British Airways not to withdraw its flights from Calcutta ;

(c) if so, details thereof ;

(d) steps taken by Government on the Memorandum submitted by the MP's ; and

(e) if no steps have been taken, the reasons thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) to (c). Yes Sir. A Memorandum signed by 73 members of Parliament and addressed to Prime Minister has been received requesting the Government to intervene and persuade British Airways not to withdraw their flights from Calcutta.

(d) and (e) Since air operations are governed by consideration of commercial benefits, the Government cannot direct foreign airline to operate on desired points/routes.

Threat to Feeder Canal of Farakka due to Erosion

801. SHRIMATI BIBHA GHOSH GOSWAMI : Will the Minister of WATER

RESOURCES be pleased to state :

(a) whether erosion poses a great threat to the feeder canal of Farakka, and

(b) if so, what immediate effective steps Government propose to take to stop erosion ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) and (b). Erosion is taking place at some points on the right bank of the river Ganga. The Farakka Barrage Project Organisation has been attending to the required protection works for the project complex.

**Implementation of Recommendations
Nanda Committee on Unemployment
Among Indian Seamen**

802. DR. SUDHIR ROY : Will the Minister of TRANSPORT be pleased to

state :

(a) whether Nanda Committee Report on unemployment among Indian Seamen accepted by the Government, has been fully implemented ; and.

(b) whether unemployment relief is being extended to those seamen who are not getting jobs for years together ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) The recommendations made by the Nanda Committee in its Part I report are in different stages of implementation. Some of the principal recommendations and the action taken thereon is given in the statement attached.

(b) Covered in S.No. 4 of the statement given below.

Statement

Regarding Implementation of the Recommendations of the Nanda Committee on Unemployment among Indian Seamen.

S. No.	Recommendation	Action taken
(1)	(2)	(3)
1.	No fresh recruitment and training to be resorted to till the trained candidates waiting for placement are fully absorbed.	Pre-sea training has been suspended in all the three rating training establishments.
2.	Seamen not responding to two consecutive call notices to be deemed ineffective and to be issued with show cause notice for cancelling their registration.	According to orders issued by the Director General of Shipping to the Director, Seamen Employment Office, Bombay and Calcutta, the first call notice itself will be in the form of a show cause notice and if the seaman does not respond, he has to give satisfactory and sufficient explanation to the Director, S.E.O. within 30 days. In that case he will be sent another call notice which will be final and if he still remains absent for any season whatsoever, his registration would stand cancelled.

(1)

(2)

(3)

- | | |
|---|---|
| <p>3. Retirement age of the seamen is to be reduced to 58 years from the present 60 years.</p> <p>4. A scheme for financial assistance to the unemployed seamen be worked out and implemented.</p> <p>5. Issue of Continuous Discharge Certificates to be confined to the Shipping Masters at Bombay and Calcutta only</p> <p>6. Pre-entry medical standards for seamen to be reviewed.</p> <p>7. Pre-entry educational qualification to be raised to standard X (pass) from standard VIII (pass)</p> | <p>Orders have been issued that the reduced retirement age would be applicable to seamen who are registered on or after 1-7-1982.</p> <p>This has been discussed in detail at various meetings of shipowners and seafarers but no acceptable scheme has yet been finalised. Shipowners have expressed their inability to make funds available in the present state of recession.</p> <p>Orders have been issued restricting the issue of CDGs to Bombay and Calcutta.</p> <p>After consultation with Ministry of Defence, it is felt that existing medical standards are adequate.</p> <p>Since pre-sea training has been suspended now the revised educational standards will be decided at the time of next advertisement for intake of trainees.</p> |
|---|---|

Budget Allocation for Railways Line in Karnataka

803. SHRI NARSING RAO SURYA-WANSHI : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is true that due to meagre budget allocation to Karnataka, all Railway expansion and conversion Projects like Bangalore-Guntakal residual works, Bangalore-Mysore metre gauge into Broad gauge, Mangalore-Karware-Konkan Railway doubling of track between Krishnarajapuram and Whitefield etc; have come to grinding halt and threatening to throw nearly 20,000 daily wage workers of job ; and

(b) if so, steps proposed to be taken to solve the problem ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b). Funds for Railway Projects are allotted not on

the consideration of its location in a State, but on its priority, stage of progress and availability of resources, so as to derive maximum benefits from the investments. For Mysore-Bangalore conversion, the allotment of funds for 1985-86 has been increased to Rs. 1 crore from the original budget outlay of Rs. 50 lakhs. For doubling between Krishnarajapuram and Whitefield budget allotment is Rs. 16 lakhs and additional funds through supplementary demands of grants is under consideration. Construction of Mangalore-Karwar line is not an approved project. Besides these adequate funds have been allotted for residual works on major projects i.e. Wheel and Axle Plant Bangalore, Bangalore-Guntakal conversion, Mangalore-Hassan M.G. line etc.

Conversion of Secunderabad Guntakal Rail Line into Broad Gauge

804. SHRI M. SUBBA REDDY : Will the Minister of TRANSPORT be pleased to

state :

(a) whether there is any proposal to convert metre gauge into broad gauge from Secunderabad to Guntkal ; and

(b) if so, the details thereof ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b). Preliminary Engineering cum-Traffic Survey for parallel B.G. line from Guntakal to Kurnool town alongwith conversion from Dornachallam to Guntur has been taken up to determine estimated cost, anticipated growth in traffic and financial remunerativeness of the project. Another Survey for parallel B.G. line from Kurnool to Secunderabad has also been approved.

Vayudoot Services in West Bengal

805. **SHRI HANNAN MOLLAH :** Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have explored the possibility of introducing Vayudoot Services in some important district centres and tourist spots in West Bengal, such as Digha, Jalpaiguri, Malda etc.

(b) if so, the results thereof ;

(c) if not, whether Government will consider such proposals ; and

(d) if so, when ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) to (b). Yes, Sir. The results of the traffic survey of Malda, West Dinajpur and Jalpaiguri conducted by Vayudoot reveal that there would not be adequate traffic to operate an economically viable air service to these stations.

Payment of dues to Calcutta Municipal Corporation

806. **SHRI HANNAN MOLLAH :** Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that a large amount of money is lying as dues on rent

and other heads to the Howrah Municipal Corporation for a long time ;

(b) if so, what is the amount ;

(c) whether Government have arranged to pay the dues ; and

(d) if so, when those will be paid ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b). Dues of land rent since 1983 are outstanding on account of claim at enhanced rates. The matter is under correspondence. As regards other heads, Mayor Howrah Municipal Corporation has claimed service charges against Eastern and South Eastern Railways amounting to Rs. 28,26,730.88 and Rs. 7,76,489.96 respectively.

(c) In the case of Eastern Railway, Bills of service charges from 1969-70 onwards have not been received from the Corporation due to dispute between the Eastern Railway and Howrah Municipal Corporation. In the case of South Eastern Railway, Howrah Municipal Corporation has been asked to furnish the detailed particulars of calculations of service charges.

(d) Charges will be paid as soon as the issues are settled.

Availability of Sahitya Akademi Books

807. **SHRI HANNAN MOLLAH :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Ministry knows that the English translations of Manik Bandyopadhyay's "The Puppets' Tale" and "The Boatman of Padma" both published by the Sahitya Akademi are out of print since long back ;

(b) whether there is any plan to reprint these books soon ;

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

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) The Sahitya Akademi has published the English translation entitled "The Puppets' Tale" of Sri Manik Bandyopadhyaya's Bengali novel 'Putul Nacher Itikatha' and the book is available in the market; the Akademi has not published "The Boatman of Padma".

(b) No, Sir.

(c) Does not arise.

(d) Does not arise.

Arrangements for Speedy Bookings and Transport of Betel-Leaf.

808. SHRI PURNA CHANDRA MALIK: Will the Minister of TRANSPORT be pleased to state :

(a) what arrangements the Railways have made to facilitate speedy bookings and transport of betel-leaf ;

(b) which are the main loading and unloading Railway stations handling betel-

leaf ; and

(c) what amount do the Indian Railways earn on bookings and transportation of betel-leaf ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) Betel leaves as and when offered are accepted for booking and are despatched by brake vans of first available Mail/Express or Sectional passenger trains. To further regulate the loading of this traffic, specific quotas have been earmarked for certain stations for loading by certain trains.

(b) The names of the main loading and unloading Railway Stations handling betel-leaf traffic, Railway-wise, have been shown in the statement attached.

(c) Commodity-wise earnings for all the commodities are not maintained and betel leaf commodity is one of such commodities for which no separate figures of earnings are available.

Statement

Statement Showing Main Betel Leaf Loading and Unloading Stations on the Indian Railways.

Railway	Main loading Stations	Main unloading Stations
1	2	3
Central	Dadar, Pune, Harpalpur, Antri, Mahoba, Lalitpur, Jakhlon, Maihar, Sohagpur.	Bombay V.T., Dadar, Itarsi, Hoshangabad, Bhopal, Jhansi, Gwalior, Agra Cantt., Mathura Jn., Katni, Sagar.
Southern	Rani Bennur, Savanur, Tirur, Calicut.	Bangalore City, Madras, Ernakulam, Ambur, Vaniyambadi, Kumbakonam, Tanjavur.
Northern	Varanasi, Delhi and, New Delhi	Amritsar, Jalandhar City Jn., Jalandhar Cantt. Jn., Firozpur,

(1)	(2)	(3)
		Delhi Jn., New Delhi, Meerut City, Jaghadhari, Saharanpur, Ambala Cantt., Chandigarh, Rajpura Jn., Patiala, Nizamuddin, Ghaziabad, Bathinda, Chunar, Mirzapur, Munda Road, Meja Road, Allahabad, Khaga, Fathepur, Kanpur, Etawah, Shikohabad, Tundla, Hathras, Aligarh, Jn., Moradahad, Bareilly, Rampur, Shahjehanpur, Dehra Dun, Lucknow, Bara Banki, Shahganj, Jaunpur, Bikaner, Churu, Sardargarh, Sardarshar, Sadulpur, Sriganaganagar, Hanumangarh Jn., Ratangarh, Jodhpur, Sujangarh, Didwana, Makrana, Sambhar Lake, Kuchaman City, Merta City, Phuladi, Jaisalmer, Ludhiana Jn.
Western	Parcel Depot Grant Road, Bassein Road, Palghar, Jhalawar Road, Chorwad Road, Malia Hatina, Ahmedabad.	Agra Fort, Rajkot, Hapa, Surat Velodara, Sawai Madhopur, Anand, Nadiad, Ahmedabad, Ajmer, Jaipur, Palanpur, Bhavnagar, Veraval, Wankaner, Junagadh.
South Central	Vijaywada, Nallore, Tuni, Nidubrolu, Cuddapah, Kamalapuram, Raichur, Nandyal, Kachiguda, Hyderabad, Raibag.	Lucknow, Jhansi, New Delhi, Bombay, Kolhapur, Pune, Hubli, Basar, Jalna, Dharmabad, Kinwat, Himayathnagar, Nanded, Mudkhed, Bhusaval, Parbhani, Sailu, Akola, Manmad, Partur, Bokar, Manwat Road, Aurangabad, Hingoli, Washim, Akot, Barsi Town, Parlivaijanath, Miraj.
North	Mahesh Khunt, Pasraha	Kathgodam, Bareilly City, Pilibhit,

(1)	(2)	(3)
Eastern	Hajipur, Muzaffarpur Junction.	Puranpur, Ramnagar, Kasganj, Hathras City, Fatehgarh, Farukhabad, Kannauj, Lucknow Jn., Lucknow City, Colonelganj, Gonda Jn., Bahraich, Nanpara, Tikunia, Balrampur. Tulsipur, Barhni, Shohratgarh, Naugarh, Anandnagar, Nautanwa, Palia, Kalan, Mailani, Gola-Gokarannath, Sidhauri, Bakashika Talab, Biswan, Basti, Babhnan, Khalilabad, Gorakhpur, Chhapra, Sipan, Deoria Sadar, Ballia, Ghazipur City, Varanasi City, Allahabad City, Padrauna, Barauni Jn., Begusarai, Khagaria, Samastipur, Darbhanga, Sakri, Nirmali, Jaynagar, Rxaul, Narkatiaganj, Bettiah, Motihari, Madhubani, Sitamarhi- Bairagnia, Janakpur Road, Ghorasahan, Sikta, Dauram Madhepura, Lakhimpur Kheri. Sitapur.
South Eastern	Howrah, Ulberia, Bagnan, Mechada, Panskura, Kharagur, Jaleswar, Sakhigopal, Berhampur, Chatrapu, Bhubaneswar, Puri.	Kharagpur, Tatanagar, Raurkela, Jharsuguda, Raigarh, Champa, Bilaspur, Bhatapara, Raipur, Durg, Rajnandgaon, Dongargarh, Gondia. Waltair, Vizianagaram, Bhandara Road, Kamptee, Nagpur.
North Frontier	Tangla, Alipurduar Jn., Goreswar, Kamakhyaguri, Aluabari Road.	Dibrugarh Town, Tinsukia, Mariani Jn., Simaluguri Jn., Dimapur Lumding Jn., Chaparmukh Jn., Gauhati, Badarpur Jn., Karimganj Jn., Silchar, Dharmanagar, Tangla,

(1)

(2)

(3)

Eastern

Howrah, Sealdah, Srirampur
Burdwan, Asansol, Gomoh,
Begampur.

Kamakhyaguri, Aluabari Road, New
Jalpaiguri, Alipur Duar Jn., Siliguri
Jn., Kishanganj, Hojai, Katihar Jn.,

Delhi and via, Allahabad and via,
Agra Fort and via, Agra Cantt and
via, Jabalpur, Satna, Sultanpur,
Shahganj, Bara Banki, Lucknow and
via, Pratapganj, Faizabad, Jaunpur,
Varanasi, Bareilly, Mirzapur,
Jodhpur, Bikaner, Gorakhpur and
via, Samastipur and via, New
Jalpaiguri and via, Gauhati and
via, Gaya, Patna, Madhupur,
Lakhisaral, Bhagalpur and
Sahibganj.

Cancellation of Calcutta Flights by Foreign Airlines

809. SHRI MATILAL HANSDA : Will the Minister of TRANSPORT be pleased to state :

(a) particulars of the foreign airlines which have cancelled their Calcutta flights and shifted to Delhi and Bombay to date since April, 1982 ;

(b) on what grounds each of these foreign airlines have shifted their business from Calcutta airport to other airports ; and

(c) what steps have been or are being taken by Government to ensure that the foreign airlines do not cancel their Calcutta flights ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b). Scandinavian Airlines system (SAS) is the only foreign airline that have ceased their operations to/from India after cancelling

their flights to Calcutta with effect from 3 February, 1985. SAS are understood to have withdrawn because of unsatisfactory results of their operations.

(c) While Government are keen to promote Calcutta, it cannot direct any foreign airline to operate to desired points, because choice of landing points is guided by the commercial judgement of airlines,

Doubling of Railway Tracks

810. SHRI I. RAMA RAI : Will the Minister of TRANSPORT be pleased to state the progress achieved during the last three years in the doubling of railway tracks ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : 466 Kms. of Main Line track has been doubled and opened to traffic, since 1982-83. These include 86 Kms. opened to traffic in the current year 1985-86.

Construction of Airports

811. SHRI I. RAMA RAI : Will the Minister of TRANSPORT be pleased to state :

(a) with the ever increasing air transport in the country whether Government propose to 'channelise vacant lands available near various important and developing cities/towns where there is no air travel facility at present, for construction of airport in future ;

(b) if so, whether the Centre has asked the States to come out with proposals, where vacant lands are available; and

(c) if not, the reasons thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) to (c). There is no scheme of Government to channelise vacant lands near all important and developing cities/towns where there is no air travel facility at present, for construction of airports in future. Land is only acquired and developed near those specific towns and cities where scheduled airlines propose to commence operations within a specified time-span.

Opening of Sports Complexes

812. SHRI I. RAMA RAI : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) with India improving in various sports, whether Government propose to open sports complexes in various parts of the country ;

(b) if so, the places selected therefor in Kerala ; and

(c) whether a sports complex is proposed to be set up at Kasargode, which is a backward district of the State and is producing a large number of sportsmen ?

THE MINISTER OF STATE IN THE DEPARTMENT OF YOUTH AFFAIRS AND SPORTS AND WOMEN WELFARE (SHRIMATI MARGARET ALVA) : (a)

Government already has a scheme for rendering financial assistance to State Sports Councils, etc. for taking up construction of sports complexes at a suitable places. The ceiling of central financial assistance available for construction of sports complexes has been recently raised from Rs. 5 lakhs to Rs. 20 lakhs.

(b) and (c) Central grant for construction of sports complexes under the scheme mentioned above is made available on the basis of proposals forwarded and recommended by the State Governments concerned. No places for the purpose have been recommended by the State Government of Kerala. No proposal from the State Government for the construction of a sports complex in Kasaragode has been received. If such a proposal is received, it will be given due consideration in accordance with the rules of the scheme mentioned above.

New Implant Contraceptive for Birth Control

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

(a) whether Government are aware that Dutch Scientists have come up with a new implant contraceptive which assures women upto 4 years of birth control at a time ;

(b) if so, whether any enquiry has been sent to the Organon Co. in Holland which hopes to commercially manufacture the 'metal stick size' implant contraceptive by 1988 ;

(c) if so, the reply received from the Dutch Co. and

(d) whether any experiments and study of this new device has been or will be made in the country and if so, when and where ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (d). Dutch Scientists are working on a Subdermal Implant which may provide Contraceptive protection for 4 years. The

device is not yet available for use since Clinical Trials on human beings are yet to be undertaken. Study of this new device in India can be considered only when its clinical usefulness and reliability is established.

Increase in Occupation Fee for the Merchants at Kharagpur

814. SHRI NARAYAN CHOUBEY : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that the authority are trying to increase occupation fee for the merchants at Kharagpur by 200 to 300 per cent ;

(b) whether Government are also aware that the Railway Minister in 1983 promised the people of Kharagpur in public that enhancement of occupation fee would not be allowed to be increased so sharply and that enhancement will be kept limited to not more than 25 to 30 per cent; and

(c) if so, what have the Railway administration done to implement the public promise of the Railway Minister ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL); (a) : Yes, Sir, the Government are aware that the licence fees of railway land licensed at Kharagpur has been increased in accordance with the rules in force.

(b) The Government are aware that the Railway Minister in 1983 had stated that the enhancement in the licence fee will not be abnormal and will be based on rational guidelines.

(c) The licence fee for Railway plots is being fixed based on the policy instructions issued by the Department of Railway from time to time. The licence fee is fixed on the basis of market value of land, nature of commercial utilisation and is kept at a level which is fair and comparable with the market rent.

Handicapped Employees in Railway Workshops

815. SHRI K. RAMACHANDRA

REDDY : Will the Minister of TRANSPORT be pleased to state :

(a) the names of Railway workshops in the country and the number of employees working therein ;

(b) whether these workshops employ handicapped persons also ; and

(c) if so, the number of handicapped persons employed in each workshop ?

THE MINISTER FOR TRANSPORT (SHRI BANSI LAL) : (a) to (c). Information is being collected and will be laid on the Table of the Sabha.

Boxes Containing Unlicensed Arms and Ammunition Recovered from Railway Stations in Bihar

816. SHRI RAMASHRAY PRASAD SINGH : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that more than 70 boxes containing unlicensed arms and ammunition were recovered at various Railway Stations in Bihar ; and

(b) if so, the details thereof and the number of persons with their particulars who were arrested in this regard and the steps taken so far by Government in the matter ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) No Sir.

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

Soft Loans for Irrigation Project

817. SHRI K.S. RAO : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether there is any proposal with the Government to arrange soft loans to the States for construction of Irrigation Projects and if so, the details thereof ;

(b) whether there are any restrictions on States in getting loans from private

organisations or Governments of foreign countries, if they agree for barter payments and

(c) whether there are any such instances of taking loans so far ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) :

(a) No, Sir.

(b) Yes, Sir. The State Government are required to approach Government of India for getting loans from private organisations and Governments of foreign countries. The barter payment relates to the repayment condition of the loan which will not affect the constitutional restriction on the State in such matters.

(c) There are no such instances.

[Translation]

Adverse Affect of Suberanarekha Project on Adivasis

818. SHRI KALI PRASAD PANDEY : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Suberanarekha multi-purpose project will adversely affect the Adivasis and if so, whether Government propose to abandon the project to protect the cultural, social and economic interests of tribals ; and

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

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) :

(a) and (b). A total number of 141 villages (40 fully and 101 partially) in Bihar with a total population of 53,000 and 13 villages in Orissa (1 fully and 12 partially) with a population of 43,000 are likely to be affected on implementation of the inter-State Subernarekha Multipurpose Project. The Government of Bihar is preparing a Rehabilitation Master Plan in consultation with the Adivasi Welfare Department to satisfactorily rehabilitates the affected families and there are also plans to train them in getting employment on the project works, social forestry and in other fields.

Necessary financial provisions would be made in the project for this purpose.

[English]

Funds for Railway Development Works in Karnataka

819. SHRI NARRINGRAO SURYA-WANSI: Will the Minister of TRANSPORT be pleased to state :

(a) whether the President of Railway Development Construction Action Committee, Karnataka has urged the Hon'ble Prime Minister to allot sufficient funds to Karnataka States as all the railway development works are at standstill due to paucity of funds; and

(b) if so, the action taken in the matter ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) and (b). No record is available in this Ministry to show that there was a request from the President of "Railway Development Construction Action" Committee Karnataka urging allotment of sufficient funds. However, demands have been received in the Department of Railways from various quarters in connection with the allotment of more funds for Development Works in Karnataka.

Funds for Railway Project are allotted not on the consideration of its location in a State, but on its priority, stage of progress and availability of resources, so as to derive maximum benefit from the investments.

For Mysore-Bangalore Conversion the allotment of funds in 1985-86 has been increased to Rs. 1 crore from the original budget outlay of Rs. 50 lakhs. For doubling between Krishnarajpuram and Whitefield, budget allotment is Rs. 16 lakhs and additional funds through supplementary demands of grants is under consideration. Besides these, adequate funds have been allotted for residual works on major projects i.e. Wheel and Axle Plant-Bangalore Bangalore-Guntakal Conversion, Mangalore-Hassan MG Line etc.

Ban on All 3-D Visual Materials

820. PROF. K.V. THOMAS : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the 3-D films, 3-D fiction books and 3-D spectacles cause serious damage to eyes; and

(b) if so, whether Government propose to ban all 3-D visual materials ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) No, Sir.

(b) Question does not arise.

Financial Assistance to States for Setting up Hydraulic Rams

821. SHRI SRIKANTHA DATTA NARASIMHARAJA WADIYAR : Will the Minister of WATER RESOURCES be pleased to state ;

(a) whether Government are aware that hydraulic rams are more suitable than wind millpumps for pumping water ;

(b) if so, the steps taken to develop hydraulic rams ;

(c) the names of the States which have taken initiative in developing hydraulic rams and number of hydraulic rams set up by each one of them ;

(d) whether there is a proposal to give financial assistance to those State Governments for setting up hydraulic rams in their States ; and

(e) if so, the extent of each financial assistance and the time by which it is likely to be made available to them ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (e). The suitability of hydraulic rams and windmills for pumping water is dependent on the conditions prevailing at the site from which water is to be pumped. During the 6th Plan, the

Ministry of Water Resources operated a Centrally Sponsored Scheme under which subsidies ranging from 20 to 50 per cent were made available to the States for encouraging irrigation through different energy and water saving devices which included hydrams also. Under this scheme, assistance for development of hydraulic rams was released to three States as follows :

Name of State	No. of hydraulic rams for which assistance was released.
Bihar	2
Karnataka	2
Madhya Pradesh	10

The above scheme is proposed to be continued during the 7th Plan. The extent of financial assistance to be made available to various States will depend on the proposals submitted by the different States.

Plan to Protect Jaunpur from Floods

822. SHRI KAMLA PRASAD SINGH : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether attention of Government has been drawn to the news item captioned "Fear of epidemic stalks Jaunpur" appearing in Hindustan Times of October, 3 1985 ;

(b) if so, whether it is a fact that a comprehensive plan drawn up for the protection of Jaunpur from floods has been pending with the Planning Commission for long ;

(c) if so, the steps proposed to be taken to approve the plan ; and

(d) whether desilting the river bed would help in checking floods ?

THE MINISTER OF WATER RESOURCES
(SHRI B. SHANKARANAND) : (a) Yes,
Sir.

(b) and (c) The Jaunpur Town Protection Scheme was forwarded to the Planning Commission for consideration by the Technical Advisory Committee in March, 1985 and is proposed to be discussed in the next meeting of the Committee.

(d) The scheme as framed by the State Government does not envisage desilting the river bed

motion.

SHRI S. JAIPAL RADDY : Let the House also know what you have disallowed.

MR. SPEAKER : I have disallowed your adjournment motion.

(Interruptions)

SHRI INDRAJIT GUPTA : You said just now that you have disallowed it because it concerned the Congress Party. The point is that the Government agency has been used.....(Interruptions)

MR. SPEAKER : No, nothing doing.

(Interruptions)

12.00 hrs.

SHRI S. JAIPAL REDDY *rose*

[Translation]

MR. SPEAKER : I have gone through your notice, it has now here been mentioned mere. ... (Interruptions).

[English]

PROF. MADHU DANDAVATE
(Rajapur) : Let him raise the issue.

SHRI AMAL DATTA (Diamond Harbour) : It is a very serious matter.

(Interruptions)

PROF. MADHU DANDAVATE : Let us know what issue he is raising. Let the House know that.....(Interruptions).

SHRI INDRAJIT GUPTA (Basirhat) : Why are you not allowing him?

MR. SPEAKER : Because I have disallowed it.

(Interruptions)

I have disallowed it.....I cannot allow it.

PROF. MADHU DANDAVATE : I want to know what you have disallowed.

MR. SPEAKER : His adjournment

MR. SPEAKER : Why are you making this allegation unnecessarily? We can allow you even. I have always allowed Members of Parliament. They would always be allowed. No problem.....no discrimination.

(Interruptions)

PROF. MADHU DANDAVATE : It is a very serious matter. That will lay down a precedent for the future. Let the House also know what you are saying. Let the entire House know that.

MR. SPEAKER : Why are you wasting time of the House?

(Interruptions)

SHRI S. JAIPAL REDDY : We welcome any effect at organizing NAM Youth conference, but what really happened was that the Youth Congress (I) convened the Youth conference of NAM and the foreign Indian missions abroad were utilised to get the delegates from foreign Governments.

MR. SPEAKER : There has have been so many delegations coming.....Please take your seat. Do not get agitated unnecessarily. There is nothing. I have got the information. Before talking I must get the information. You gave me the

adjournment motion. I enquired from them. I have disallowed it because the Government had said to me that they are not connected with it. Only for the law and order problem they are connected. They will also be willing to cooperate with you. You are also welcome. You can use the Annexe ; I will allow you. I have have always been allowing also. There is no problem.

(Interruptions)

SHRI S. JAIPAL REDDY : There has been misuse of Indian missions abroad*(Interruptions)*

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD): It is absolutely a false allegation.

(Interruptions).

MR. SPEAKER : Not allowed ; there is nothing. You give me complete details.

PROF. MADHU DANDAVATE : I want a clarification from you. The Government machinery and the missions abroad have been used for party purposes.

[Translation]

MR. SPEAKER : Professor, Sahib, if you have some information, you supply it to me. I shall get the matter investigated.

(Interruptions)

[English]

SHRI S. JAIPAL REDDY : I will prove that the Indian missions in foreign countries have been utilised to get the delegates for the conference. I demand an inquiry by the House Committee I will prove my allegations.....*(Interruptions)*. If I cannot prove, I will face the consequences.

[Translation]

MR. SPEAKER : You supply it to me. Why are you worried. There is no point in getting agitated.....*(Interruptions)*.

I shall allow you.....*(Interruptions)*. I would like to say you one thing-there is no point in getting agitated without any reason. If some thing happens to you, it will worry me.

(Interruptions)

MR. SPEAKER : Kindly listen to me. If you have got some proof, give it to me. I shall get it investigated. I got it investigated and there is nothing in it. If you have some information, which has some incriminating evidence, supply it to me. I would like to say further.....

[English]

SHRI AMAL DATTA : This House should be given the information.

[Translation]

MR. SPEAKER : Amaldatta ji, I had already said to you.....*(Interruptions)*..... there is no harm in it.

[English]

SHRI S. JAIPAL REDDY : I want to Parliament Annexe yesterday. and I saw Youth Congressmen using Walkietalkies which are used by policemen.

[Translation]

MR. SPEAKER : All right, so what ?

[English]

SHRI GHULAM NABI AZAD : How is he concerned with all these things.

[Translation]

MR. SPEAKER : Mr. Reddy, why do you worry ?

[English]

I will allow you also.

(Interruptions)

[Translation]

PROF. MADHU DANDAVATE : We are not worried.

[English]

The distinction between the Government and the party is sought to be obliterated and the Foreign Missions are being utilised for party purposes. It is highly objectionable.

[Translation]

MR. SPEAKER : No problem, you may also organise. This was taking place earlier also. Delegates of other countries have also been coming. It has been taking place in your regime also.

[English]

There is no problem.

(Interruptions)

[Translation]

MR. SPEAKER : Why are you interrupting ?

[English]

SHRI AMAL DATTA : If they have not done anything wrong, why do you not allow a discussion ? Why do you object to it.

[Translation]

MR. SPEAKER : If there is any substance only then discussion can be held.

(Interruptions)

MR. SPEAKER : They are not saying anything. If you have any information you give it to me. I can get the matter investigated.

(Interruptions)

MR. SPEAKER : You are repeating the same thing.

[English]

SHRI INDRAJIT GUPTA : Why do they not contradict the allegations ?

[Translation]

MR. SPEAKER : You are also permitted to hold a party meeting.

[English]

PROF. MADHU DANDAVATE : Let them contradict his allegations on the floor of the House.

SHRI S. JAIPAL REDDY : Foreign Missions are being utilised for the work of Youth Congress (I). It is highly objectionable.

SHRI INDRAJIT GUPTA : Let him make a statement tomorrow.

(Interruptions)

[Translation]

MR. SPEAKER : Amal Dattaji you are a sensible person. Please talk to the point. Why are you wasting the time ?

[English]

SHRI AMAL DATTA : Sir, have you seen today's paper ?.....(Interruptions).

MR. SPEAKER : I have seen it. Please sit down.

SHRI AMAL DATTA : You please tell us....

[Translation]

MR. SPEAKER : I shall get it investigated.

[English]

The law will take its own course. I am not concerned with it.

SHRI AMAL DATTA : You have not to do anything. Only allow a Call Attention. That is all.

MR. SPEAKER : How can there be a Call Attention on this ? There is nothing in it. You give to me in writing.

SHRI S. JAIPAL REDDY : What about my motion Sir ? (Interruptions)

MR. SPEAKER : There is absolutely nothing for an Adjournment Motion. It is absolutely frivolous.

[Translation]

It is not fit for an Adjournment Motion.

SHRI S. JAIPAL REDDY : How ?

[English]

SHRI AMAL DATTA : Sir, why don't you take notice of what I am saying ?

[Translation]

MR. SPEAKER : You give me writing.

[English]

SHRI AMAL DATTA : The police personnel go along with DSP and assault....

(Interruptions).

[Translation]

MR. SPEAKER : Should I go as an S.H.O.

[English]

Let the law take its own course.

SHRI AMAL DATTA : The Minister should answer this. The police have done it. Not anybody else.

[Translation]

MR. SPEAKER : There may be some other officers involved in it. Is this a Police Station ? What are you saying ?

[English]

SHRI AMAL DATTA : This is a serious matter. The high-handedness of the police—it is a fit subject to be discussed.

[Translation]

MR. SPEAKER : You are a lawyer, then why do you not look into the matter ?

[English]

SHRI AMAL DATTA : This is a matter where police and Government are responsible.

[Translation]

MR. SPEAKER : Shall I do it ?

(Interruptions)

[English]

MR. SPEAKER : Shri Janardhana Poojary.

12.08 hrs.

PAPERS LAID ON THE TABLE

[English]

Annual Report of Central Board of Irrigation and Power New Delhi for 1984-85.

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARA NAND) : I beg to lay on the Table a copy of the Annual Report (Hindi and English versions) of the Central Board of Irrigation and Power, New Delhi, for the year 1984-85 along with Audited Accounts. [Placed in Library. See No. LT-1461/85]

Notifications Under Income Tax Act, 1961, Customs Act, 1962 Central Excise Rules 1944

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JANARDHANA POOJARY) : I beg to lay on the Table—

(1) A copy each of the following Notifications (Hindi and English versions) under section 296 of the Income-tax Act, 1961 :

(i) S.O. 4996 published in Gazette of India dated the 2nd November, 1985 regarding exemption to 'The Associated Chambers of Commerce and Industry of India' under section 10 (23C) of the Income-tax Act, 1961 for the period covered by the assessment years 1985-86 to 1987-88.

(ii) S.O. 4997 published in Gazette of India dated the 2nd November, 1985 regarding exemption to

'The Institute of Chartered Accountants of India' under section 10 (23C) of the Income-tax Act, 1961 for the period covered by the assessment years 1982-83 to 1985-85.

- (iii) S.O. 4998 published in Gazette of India dated the 2nd November, 1985 regarding exemption to, Sri Sathya Sai Central Trust, Bombay under section 10 (23C) of the Income tax Act, 1961 for the period covered by the assessment years 1984-85 to 1986-87.
- (iv) S.O. 4999 published in Gazette of India dated the 2nd November 1985 regarding exemption to 'Kasturba Gandhi National Memorial Trust Kasturbagram, Indore' under section 10 (23C) of the Income-tax Act, 1961 for the period covered by the assessment years 1985-86 to 1987-88.
- (v) S.O. 5000 published in Gazette of India dated the 2nd November, 1985 regarding exemption to 'Organisation of Pharmaceutical Producers of India' under section 10 (23C) of the Income-tax Act, 1961 for the period covered by the assessment years 1985-86 to 1987-88.
- (vi) S.O. 5001 published in Gazette of India dated the 2nd November, 1985 regarding exemption to 'The Music Academy, Madras' under section 10 (23C) of the Income-tax Act, 1961 for the period covered by the assessment years 1986-87 to 1988-89.
- (vii) S.O. 5002 published in Gazette of India dated the 2nd November, 1985 regarding exemption to 'Centra for Public Section Studies, New Delhi' under section 10 (23C) of the Income-tax Act, 1961 for the period covered by the assessment years 1985-86 to 1987-88.
- (viii) S.O. 5003 published in Gazette of India dated the 2nd November, 1985 regarding exemption to

'Pirojsha Godrej Foundation, Bombay' under section 10 (23C) of the Income-tax Act, 1961 for the period covered by the assessment years 1985-86 to 1987-88.

- (ix) S.O. 5004 published in Gazette of India dated the 2nd November, 1985 regarding exemption to 'Indian Parliamentary Group' under section 10 (23C) of the Income-tax Act, 1961 for the period covered by the assessment years 1987-88 to 1989-90.
- (x) S.O. 5005 published in Gazette of India dated the 2nd November, 1985 regarding exemption to '(a) Rajasthan Chief Minister's Hospital Development Fund (b) Rajasthan Chief Minister's General Relief Fund (c) Rajasthan Chief Minister's Drought and Flood Relief Fund and (d) Rajasthan Chief Minister's Defence Service Welfare Fund' under section 10 (23C) of the Income-tax Act, 1961 for the period covered by the assessment year 1985-86 to 1987-88.
- (xi) S.O. 5006 published in Gazette of India dated the 2nd November, 1985 regarding exemption to 'Bihar School of Yoga' under section 10(23C) to the Income-tax Act, 1961 for the period covered by the assessment years 1983-84 to 1986-87.
- (xii) S.O. 5007 published in Gazette of India dated the 2nd November, 1985 regarding exemption to 'Institute of Company Secretaries of India' under section 10 (23C) of the Income-tax Act, 1961 for the period covered by the assesment years 1983-84 to 1986-87.
- (xiii) S.O. 5008 published in Gazette of India dated the 2nd November, 1985 regarding exemption to 'India Literary House, Lucknow,' under section to 10 (23C) of the Income-tax Act, 1961 for the period covered by the assessment

years 1985-86 to 1987-88.

[Placed in Library. See No. LT—1462/85].

2. A copy-each of the following Notifications (Hindi and English versions) under section 159 of the Customs Act, 1962 ;

- (i) G.S.R. 681 (E) published in Gazette of India dated the 26th August, 1985 together with an explanatory memorandum regarding revised rates of exchange for conversion of Austrian Schillings and Deutsche Marks into Indian currency or vice-versa in suppression of Notification No. 212/85 Customs dated the 1st July, 1985.
- (ii) G.S.R. 697 (E) published in Gazette of India dated the 30th August, 1985 together with an explanatory memorandum making certain amendment to Notification No. 333-Customs dated the 2nd August, 1976 so as to substitute IS : 8170 1981' by IS : 8170-1979' for identification of finished leather for the purpose of export.
- (iii) G.S.R. 706 (E) and 707 (E) published in Gazette of India dated the 2nd September, 1985 together with an explanatory memorandum regarding exemption to video cassettes and video tapes recorded with educational material when imported into India by the University Grants Commission from the whole of the basic, auxiliary and additional duties of customs leviable thereon.
- (iv) G.S.R. 708 (E) and 709 (E) published in Gazette of India dated the 2nd September, 1985 together with an explanatory memorandum regarding exemption to drugs, medicines and medical equipment required for the treatment of the victims of the Bhopal Gas Leak Disaster when imported into India from the whole of the

basic, auxiliary and additional duties of customs leviable thereon.

- (v) G.S.R. 735 (E) published in Gazette of India dated the 12th September, 1985 together with an explanatory memorandum regarding revised rate of exchange for conversion of Russian Rouble into Indian currency or vice-versa in suppression of Notification No. 232-Customs dated the 16th July, 1985.
- (vi) G.S.R. 740 (E) and 741 (E) published in Gazette of India dated the 16th September, 1985 together with an explanatory memorandum regarding exemption to raw material, components and sub-assemblies required for the manufacture of the goods specified in the notification for supply to the Ministry of Education and the University Grants Commission for production of educational programmes for telecast through Doordarshan from the basic customs duty in excess of 25 per cent ad valorem and from the whole of the auxiliary and additional duties of customs leviable thereon.
- (vii) G.S.R. 753 (E) and 754 (E) published in Gazette of India dated the 24th September, 1985 together with an explanatory memorandum regarding exemption to video cassettes and video tapes, recorded with University of higher or advanced technical educational programme when imported into India by a University or a research institution from the whole of the basic, auxiliary and additional duties of customs leviable thereon.
- (viii) G.S.R. 755 (E) and 756 (E) published in Gazette of India dated the 20th September, 1985 together with an explanatory memorandum regarding exemption to exposed and developed film

sheets and required for printing of reproduction of books, journals periodicals, newspapers and other such articles as would be admissible to duty free entry when imported into India from the whole of the basic, auxiliary and additional duties of customs leviable thereon.

bearings specified therein.

[Placed in Library. See No. LT—1463/85]

3. A copy each of the following Notifications (Hindi and English versions) issued under the Central Excise Rules, 1944 :

- (ix) G.S.R. 776 (E) published in Gazette of India dated the 1st October, 1985 together with an explanatory memorandum regarding revised rates of exchange for on-version of certain foreign currencies into Indian currency or vice-versa in supresession of Notification No. 212/85-Customs dated the 1st July, 1985.
- (x) G.S.R. 784(E) and 785(E) published in Gazette of India dated the 8th October, 1985 together with an explanatory memorandum regarding exemption to video cassettes and video tapes recorded with University of higher or advanced technical educational programme when imported into India by a research student from the whole of the basic, auxiliary and additional duties of customs leviable thereon.
- (xi) G.S.R. 828 (E) published in Gazette of India dated the 5th November, 1985 together with an explanatory memorandum making certain amendment to Notification No. 52/85-Customs dated the 4th March, 1985 so as to delete the conditional relating to production certificate from the DGTD.
- (xii) G.S.R. 830 (E) published in Gazette of India dated the 6th November, 1985 together with and explanatory memorandum making certain amendment to Notification No. 70/85-Customs dated the 17th March, 1985 so as to prescribe the specific rates of duties in addition to the existing ad-valorem rates in respect of certain categories of ball and roller bearings specified therein.
- (i) G.S.R. 747(E) published in Gazette of India dated the 20th September, 1985 together with an explanatory memorandum making certain amendment to Notification No. 201/85-CE date the 2nd September, 1985 so as to provide that the approval of the surface design of the packages of cigarettes packed for retail sale by the Director (Audit) in the Directorate of Inspection and Audit (Customs and Central Excise) would be precondition for applying the effective rates of excise duty as prescribed therein.
- (ii) G.S.R. 759 (E) published in Gazette of India dated the 25th September, 1985 together with an explanatory memorandum extending the validity of Notification No. 99/84-CE dated the 30th April, 1984 upto 31st March, 1986.
- (iii) G.S.R. 774 (E) published in Gazette of India dated the 1st October, 1985 together with an explanatory memorandum regarding exemption to Antiseptic Perfumed Creams from excise duty in excess of 13 per cent ad valorem.
- (iv) G.S.R. 775 (E) published in Gazette of India dated the 1st October, 1985 together with an explanatory memorandum regarding exemption to pipes and tubes of copper from excise duty in excess of 9 per cent ad valorem.
- (v) G.S.R. 779 (E) published in Gazette of India dated the 3rd

October, 1985 together with an explanatory memorandum regarding exemption to naphthols and fast colour bases from basic duty of excise in excess of 15 per cent ad valorem.

- (vi) G.S.R. 786 (E) published in Gazette of India dated the 9th October, 1985 together with an explanatory memorandum regarding exemption to patent or proprietary medicines contained metronidazole benzoate on metronidazole exalate as active ingredients from the whole of the duty of excise leviable thereon.
- (vii) G.S.R. 797 (E) published in Gazette of India dated the 16th October, 1985 together with an explanatory memorandum regarding exemption to caprolactum manufactured by depolymerisation of the oligomers present in wash water from the whole of the duty of excise leviable thereon provided that such oligomers were manufactured by the polymerisation of duty paid caprolactum.
- (viii) G.S.R. 801 (E) published in Gazette of India dated the 16th October, 1985 together with an explanatory memorandum making certain amendment to Notification No. 59/85-CE dated the 17th March, 1985 so that the effective rates of excise duty on flat glass would be levied on each millimetre thickness or part thereon.
- (ix) G.S.R. 809 (E) published in Gazette of India dated the 25th October, 1985 together with an explanatory memorandum regarding exemption to organic surface active agents (other than soap) which are commonly used in the leather industry for tanning purposes from the duty of excise in excess of 12 per cent ad valorem.
- (x) G.S.R. 810 (E) published in Gazette of India dated the 25th

October, 1985 together with an explanatory memorandum making certain amendment to Notification No. 209/69-CE dated the 27th August, 1969 so as to excluded organic surface Active Agents (other than soap) or surface active preparations (whether or exemption contained therein.

- (xi) G.S.R. 822 (E) published in Gazette of India dated the 30th October, 1985 together with an explanatory memorandum making certain amendment to Notification No. 70/84-CE dated the 1st March, 1984 so as to provide full exemption from excise duty on cellulose exanthate used in the manufacture of viscose fibre.
- (xii) G.S.R. 826 (E) published in Gazette of India dated the 5th November, 1985 together with an explanatory memorandum rescinding Notification No. 199/82-CE dated the 30th June, 1982.
- (xiii) G.S.R. 827 (E) published in Gazette of India dated the 5th November, 1985 together with an explanatory memorandum making certain amendment to Notification No. 234/82-CE dated the 1st November, 1982.
- (xiv) G.S.R. 833(E) published in Gazette of India dated the 8th November, 1985 together with an explanatory memorandum seeking to permit manufacturers of tyres to transfer the intermediate goods manufactured in their outside unit to their factory producing tyre in order to avail of the credit of duty on inputs utilised in the manufacture of intermediate goods under Notification No. 201/79-CE dated the 4th June, 1979.
- (xv) G.S.R. 834 (E) published in Gazette of India dated the 8th November, 1985 together with an explanatory memorandum seeking to permit manufacturers of tyres to transfer the intermediate goods

manufactured in their outside unit to their factory producing tyre in order to avail of the credit duty on inputs, utilised in the manufacture of intermediate goods under Notification No. 95/83-CE dated the 1st March, 1983.

(xvi) G.S.R. 841 (E) published in Gazette of India dated the 14th November, 1985 together with an explanatory memorandum regarding exemption to tread rubber and camel back cleared for home consumption from the duty of excise.

[Placed in Library. See No. 1464/85]

12.08 hrs.

ESTIMATES COMMITTEE

Thirteenth Report

[English]

SHRI CHINTAMANI PANIGRAHI (Bhubaneswar): I beg to present the Thirteenth Report (Hindi and English versions) of the Estimates Committee on Action Taken by Government on the recommendations contained in the Seventy Seventh Report of the Committee (7th Lok Sabha) on the Ministry of Home Affairs All India Services.

COMMITTEE ON PUBLIC UNDERTAKINGS

Statement of Eighty-Sixth, Ninety-Eighth and Hundredth Reports

[English]

SHRI K. RAMAMURTHY (Krishnagiri): I beg to lay on the Table (English and Hindi versions) of the Statement showing final replies in respect of

Chapter V of Eighty-Sixth, Ninety-Eighth and Hundredth Reports of Committee on Public Undertakings (Seventh Lok Sabha).

12.09 hrs.

FUTWAH-ISLAMPUR LIGHT RAILWAY LINE (NATIONALISATION) BILL :

[English]

THE MINISTER OF TRANSPORT (SHRI BANSI LAL): I beg to move for leave to introduce a Bill to Provide for the acquisition, in the public interest, of the undertakings of the Futwah-Islampur Light Railway Company Limited in relation to the Futwah-Islampur Light Railway Line and also matters connected therewith or incidental thereto.

MR. SPEAKER : The question is :

“That leave be granted to introduce a Bill to provide for the acquisition, in the public interest, of the undertakings of the Futwah-Islampur Light Railway Company Limited in relation to the Futwah-Islampur Light Railway Line and far matters connected therewith or incidental thereto.”

The motion was adopted

SHRI BANSI LAL : I introduce the Bill.

SHRI AMAL DATTA (Diamand Harhour) : It is for the House to discuss it (Interruptions)...

[Translation]

MR SPEAKER : Why are you not sitting ? Please sit down.

(Interruptions)

MR. SPEAKER : Yes. I shall give permission. I have been giving it earlier also. Everything—

[English]

—which concerns the Members of Parliament.

SHRI INDRAJIT GUPTA (Basirhat) : If a particular party has to hold a conference in the Annexe, will you permit it ?

[Translation]

MR. SPEAKER : I have been allowing everyone. Guptaji, you can see. I have been allowing to parties also.

SHRI INDRAJIT GUPTA : To individual parties ?

[English]

I can understand a joint thing put if any individual part wants to hold a Conference in the Annexe, will you permit it ?

MR. SPEAKER : We have been allowing it.

[Translation]

You can see I have been giving permission to all the parties.

[English]

SHRI INDRAJIT GUPTA : I do not know. Some Seminars and things like that have been held there, but I do not know whether any Party Conferences were allowed.

[Translation]

MR. SPEAKER : Not only Seminars, meetings have also been held by all the parties.

SHRI INDARJIT GUPTA : We will see. We shall ask permission from from you.

MR. SPEAKER : You can see. If we are allowing them then why shall we not allow you?

[English]

How can I dare to refuse you, Sir ?

SHRI AMAL DATTA : It has been done now and it should be extended to all of us.

[Translation]

MR. SPEAKER : I give permission after scrutinising the matter. I do not do any wrong thing otherwise I will be in trouble.

SHRI INDRAJIT GUPTA : Even in the name of Parliamentary party ?

MR. SPEAKER : Yes, in the name of Parliamentary party also. Shri Ram Singh Yadav.

12.11 hrs

MATTERS UNDER RULE 377

[English]

- (i) Need to Accelerate the Construction Work of Mathura-Alwar B. G. Railway Line Project.

SHRI RAM SINGH YADAV (Alwar) : Mathura-Alwar, Broad-gauge Railway line project has been approved by the planning Commission. Budget estimates (Railways) 1985-86 provide a sum of Rs. 1,31,84,000 (One crore, thirty one lakhs and eighty four thousand only) for this project.

Mathura-Alwar, B.G., construction of new line (119.75 Kms.) entails total expenditure of Rs. 34,74,90,000 only. Construction work of this project is to be taken up from both the ends, i.e., from Mathura as well as from Alwar. Progress of construction work from Mathura is satisfactory and earth work is being done at the spot. But the construction work from Alwar is quite slow.

I urge upon the Minister of Railways that construction work of this project should be accelerated.

[Translation]

- (ii) Independent Department needed for the development and proper utilisation of herbs which are being used in life-saving drugs.

SHRIMATI KRISHNA SAHI (Begusarai) : Herbs used to a bound in India and particularly the Himalayas, but in our country a number of life-saving herbs are being exported to other countries at a very low price and those countries are using them in manufacturing life-saving drugs and then they sell it in our country at high prices. With the felling of forests these herbs are becoming extinct day-by-day. Herbs used in the treatment of asthma, cough, blood pressure and other diseases have almost become non-existent. Our ancestors have been using these herbs for the welfare of man since the ancient time. The foreign rule gave a great setback to the growth of herbs. Even after the independence of our country, the Government have not paid any attention to the development of herbs which are wholesome and effective. On the other hand they are being exploited by the foreign companies and capitalists. In our country the scheme for setting up an ayurvedic pharmaceutical plant has been kept in abeyance. So the Government should create an independent department for the development and use of herbs. They should make every effort to check its exploitation so that the increasing side-effects of the allopathic medicines could be checked. At present substandard allopathic medicines are being used by the people because of their low prices but the genuine medicines are beyond the reach of the common man because of high prices. The Government should, therefore, pay attention in this respect so that the poor and the general public may derive its maximum benefit and also our country may be able to earn foreign exchange. There should be qualitative improvement in the medicine and the exploitation of precious herbs is curbed.

[English]

- (iii) Need to increase the frequency of air services to Leh.

SHRI P. NAMGYAL (Ladakh) : The Srinagar-Leh highway has closed for the

winter months with effect from the 15th of November 1985, and the entire Ladakh region will remain cut off from the rest of the country for over six months. The only link with the rest of the country is by air through the 5-day weekly Indian Airlines services. In the past, there had been heavy rush of passengers on both Leh-Chandigarh and Leh-Srinagar routes, and the passengers, particularly during winter months had to face great hardships for non-availability of seats on these flights. The people of Ladakh region had been requesting the Civil Aviation Department to increase the frequency of air service to Leh by adding one service each on the Chandigarh-Leh and Srinagar-Leh routes, but no action has so far been taken. I, therefore, request the Minister of Civil Aviation to increase the frequency of air services to Leh in view of the area remaining land locked during winter months.

[Translation]

- (iv) Supply of power to Rajasthan from Singrauli Super Power Thermal Plant till two units of Atomic Plant Kota start working.

SHRI VIRDHI CHANDER JAIN (Barmer) : The State of Rajasthan is facing power crisis. Both the units of the atomic power units at Kota are lying closed. The farmers do not get power for more than four hours. About 2 thousand farmers of Barmer district have requested for power connections for irrigation but only 200 connections are being provided. Because of acute famine conditions, the farmers are giving priority to sowing of Rabi crop and fodder but non-availability of power connections is causing disappointment. They will not be able to produce Rabi crop and will consequently be badly affected by famine. Due to power cut, the small industries are becoming sick and entrepreneurs are facing economic crisis. Several rural drinking water supply schemes can be implemented if power is made available but due to irregular power supply, drinking water crisis has arisen in rural areas.

The Centre is, therefore, urged that both the units of the atomic power stations at Kota should be started on war footings. Till defects of these units are

[Shri Virdhi Chander Jain]

not rectified, power from the Singrauli Super Thermal Power Station should be supplied free to Rajasthan from the reserved quota so that the farmers are supplied power for 8 hours and power cut imposed on industries is removed and also proper arrangement for drinking water is made.

- (v) Need to supply adequate number of rakes for transportation of coal to Sindri Fertilizers and also for transporting urea and fly ash from there.

SHRI SARFARAZ AHMAD (Giridih) : Coal supply to Sindri Fertilizer plant is being made by trucks but due to Mafia influence, the transportation rate has increased from Rs. 8.70 per tonne per Km to Rs. 18 per tonne per Km. The Department has realised the situation, but due to mafia influence no one is in a position to transport coal. The Government should immediately allot some more rakes for coal transportation otherwise it is doubtful if fertilisers from Sindri would be available to the farmers.

Similar position exists in regard to transportation of urea bags and fly ash. The transportation rate of urea has been increased from 33 paise per tonne per Km to 71 paise per tonne per Km and rate for fly ash transportation has also been increased three fold.

I urge the Central Government to take immediate concrete steps in this direction, otherwise instead of a popular Government in Bihar, it is the Mafia who would rule the State and it would be difficult to handle the situation later on.

- (vi) Implementation of Mahajan Commission Report regarding boundary dispute between Karnataka and Maharashtra.

*DR. V. VENKATESH (Kolar) : Several years ago, Mahajan Commission gave its report regarding the border dispute between Karnataka and Maharashtra States. It is unfortunate that the Centre has not taken any action in this direction. These days, we find several agitations in these border area. Also, the recent statement of the

Prime Minister has created doubts in the minds of the people of Karnataka that the Mahajan Commission's recommendations would remain in the cold storage.

If this happens or if the report is not implemented then there may be an agitation in every nook and corner of Karnataka State.

12.22. hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

On account of delay in implementing Mahajan Commission's recommendations progress in the border areas has come to a grinding halt. These areas have become backward economically and socially. Industrial development, and other big projects appear to be dream now.

Therefore, the Centre should look into this matter immediately to save the people living in the border areas of Karnataka. I humbly request the Government to implement the recommendations of Mahajan Commission's report immediately and to protect the interests of the people living in the border areas of Karnataka and Maharashtra.

[English]

- (vii) Demand for an Electric Loco Shed at Kazipet in Andhra Pradesh.

SHRI C. JANGA REDDY (Hanamkonda) : In Andhra Pradesh the Kazipet Railway Junction is located centrally. It is the gateway to South India. Every train going to South India has to pass through Kazipet. The electrification of the railway line between Kazipet, Vijaywara and Madras, Hyderabad, Balarshah etc. is going to be completed in the near future. In view of this, the Railway Department decided to have an electrical locoshed at Kazipet which comes under sub-central railway. The Department has acquired land for this purpose but so far the locoshed has not started functioning. It is essential to have repair facilities for the electrical engines at Kazipet itself. Hence I request the Railway Department to take steps to construct the locoshed immediately before completion of the above electrical railway lines.

12.23. hrs.

[English]

Sick Industrial Companies (Special Provisions) Bill-Contd

MR. DEPUTY SPEAKER : The House shall take up further consideration of the following motion moved by Shri Vishwanath Pratap Singh on the 20th November, 1985, namely :

“That the Bill to make, in the public interest, special provisions with a view to securing the timely detection of sick and potentially sick companies owning industrial undertakings, the speedy determination by a Board of experts of the preventive, ameliorative, remedial and other measures which need to be taken with respect to such companies and the expeditious enforcement of the measures so determined and for matters connected therewith or incidental thereto, be taken into consideration.”

DR. G.S. RAJHANS shall continue his speech.

[Translation]

DR. G.S. RAJHANS (Jhanjarpur) : Mr. Deputy Speaker, Sir, as I had been saying yesterday, sick industry is like bride burning. It is said that take dowry and burn the bride. Bring another bride, take dowry again and burn the second one also. The position of the sick industry is exactly the same. Set up an industry, take money from the financial institutions, withdraw the money belonging to others shrewdly and pocket it and make the industry sick. Thereafter, it is the headache of the Government to run that industry. Set up another industry, withdraw its money also and make it sick. Then again it is the headache of the Government to run that industry. What can be more lucrative business than this in India.

MR. DEPUTY SPEAKER; Sir, I have been a senior executive in many big companies in the country. I will tell you from my experience how industries go sick. There was a big company in Calcutta set

up during the British rule but now it is no more. When it was taken over by the Indians, it became sick. There is a place Kumar-Dhobi in Dhanbad where there is a big factory. In that factory paper producing and cement manufacturing machines used to be manufactured. That factory has gone sick. How? The factory owners colluded with the party to whom they supplied the machines and asked that party to complain that the machine supplied to them, was not at all working. The engineers were sent from the factory who reported back in the manner they were asked to that the machine had not been manufactured as per the specifications and consequently was of no use. Thus the machine costing Rs. 20 lakhs used to be sold as scrap for Rs. 8 to 10 thousand. This process continued and the workers remained in the dark and the industry became sick. Now it becomes the responsibility of the Centre or the State Government to run the industry. The concerned people take out money shrewdly. No one suspects them. The same company has another big factory in Kumar Dhobi known as ‘Fire and Clay Silica Works’ which is the biggest of its kind in Asia. I should not have mentioned the name, I have committed a mistake. Anyhow, there is a factory some-where in Bihar which manufactures refractory. Many of the hon. Members perhaps may not be aware of the conception of refractory ; it is a brick which is used in the furnace of a steel plant and each brick costs several thousand rupees. They manufactured those bricks and supplied to a party in Punjab. One truck load of bricks costs about Rs. 8 to 10 lakhs. They manipulated a letter from the concerned party that the bricks supplied to them were not as per the specifications and an engineer should be sent for inspection. The engineer goes there and reports back that the bricks had developed cracks and were of no use and should, therefore, be disposed of as scrap. Now those bricks could not be sold as scrape also and were just a waste. The matter ended there and in this way lakhs of rupees were misappropriated. Now that factory is on the brink of sickness, it has applied to the Bihar Government that it is getting sick and the Government should assist it.

[Dr. G. S. Rajhans]

I know of a company in Rajasthan which is the biggest cement factory in Asia. What is their *modus operandi*? They send their product to Delhi by truck, and, on the way they sell it to some other party and state that due to rains the cement got damaged. Even in March-April, they say that it rained and you all know how much it rains during these months. In this way they show that the entire quantity of cement had turned into stone. The fact is that no cement was sent by trucks but fake documents were prepared and crores of rupees were misappropriated. Who is the loser? The financial institutions are the loser and now that company is being managed by the Government. Government is also helpless, as large amounts of money have been misappropriated. What I mean to say is that the business of making industries sick is a very profitable business. Some people take out the money by throwing dust in the eyes of the people who remain in dark. I will relate a true incident but I will not mention the names. Matrimonial negotiations were being held between two seths through a broker. The broker said that the people from the girl side were very rich and that their premises have been raided thrice or four times by the income tax authorities. The boy's father said that that means they are really rich. As he was not sufficiently impressed by the fact that the other party had been raided thrice or four times, the broker added that he had made 3 or 4 industries sick. Thereupon, he was really impressed and said that it shows that the other party was really rich. What I want to say is that the business of making industries sick is a lucrative one and no one can be apprehended. What will you do? At the most you will take over his industry. I know of a Chief Minister who constantly threatened industrialists of nationalising their industries. The industrialists retorted, why tomorrow, nationalise it today. What has been left in our industry? So it is a very serious problem.

An interesting incident occurred in Bihar. A big industry went sick and 30 thousand workers became jobless. There were two sugar mills in that industrial complex. The owner of the industry asked the Government of Bihar to take over the mills except sugar mills as the prices of

sugar had gone up. Several Members of Parliament, requested the Chief Minister not to do this. The Chief Minister acceded to our request. I want to submit that the problem of sick industries is very serious.

[English]

MR. DEPUTY-SPEAKER : You have already taken fifteen minutes.

DR. G.S. RAJHANS : I will take only one minute more.

MR. DEPUTY-SPEAKER : There are other Members also who are interested to speak.

SHRI AMAL DATTA : There should be a warning bell and then a final bell.

DR. G.S. RAJHANS : I am an experienced person. Please give me time. I will explain.

[Translation]

The other point I want to raise is that you have provided for constitution of a Board on page 4 in which it has been provided that the High Court Judges and technology experts will be appointed as Chairman and the Members. Economic experts will also be there. I would suggest that instead of 20 years experience, the condition should be of 5 years experience because new people are entering the industries and business and they know all the secrets. They will tell you about all the loopholes.

Another thing you have said is that the people who have been judges of the Supreme Court or Secretary to the Government will be taken on the Board. I would suggest that you should take people from the industry or business. The age limit of 65 years should also be removed because in the private sector people are re-employed after they retire at the age of 65 years. Therefore, there should not be any age limit.

You have stated that an industry will be considered sick when the State Bank of India or the Reserve Bank of India says

so. My submission is that even if a small shareholder requests, the Board should take up the case.

Lastly, I would say that there is a good practice in private industries that even if an anonymous letter is received, action is taken on that letter. If some anonymous letter is received to the effect that a certain industry is going sick, you should also take action thereon. I think it is permissible in International Law that if someone informs you that the neighbouring country is preparing for war, you can destroy its installations by taking pre-emptive action. Similarly, you would be justified in taking pre-emptive action if a person or a small shareholder takes you into confidence and states that money or material is being taken out from such and such industry and it is being made sick.

The problem of the sick industries is a serious one and you should seriously think of taking some steps in this regard. I would also say that you should take advantage of the experience of those persons also who are engaged in business.

[English]

SHRI AMAL DATTA (Diamond Harbour) : The phenomenon of industrial sickness has been with us for more than 15 years. In fact, we have all been very much agitated particularly in the eastern part of the country where I come and from the area I represent since early 'seventies with the phenomenon of industrial sickness as it had affected us earlier than any other parts of the country. That is one of the reasons why the only institution set up by the Government so far has possibly been located in Calcutta that being more or less the centre of industrial sickness at that point of time. Since then the phenomenon of sickness has spread all over India. The latest statistics show that more money is locked up because of sick industries in the State of Maharashtra than in the State of West Bengal. So they have overtaken us in sickness as they have overtaken us in industrial production and other aspects.

What we have been concerned mostly is to do something worthwhile and to find out some permanent solution for the prevailing sickness. But unfortunately, nothing substantial has been done so far.

So far as those industries which have already become sick, are concerned, if you take large, medium and small industries which exist, their number is over 85,000 now. The number of employees runs into lakhs. And the amount of capital locked up is more than Rs. 3000 crores. But those Statistics also become obsolete as soon as they are published because they are always late by three months or six months.

The phenomenon of sickness has to be tackled at two levels. One is that something drastic has to be done to revive the industries which are already sick so that the people who are employed there, do not lose their livelihood. Since this Government has been installed in January, it has not come out with any definite guidelines as to what it would like to do with those industries which are already sick. We have made representations to the Government with regard to many sick industries but unfortunately, it has been following the same policy as the previous Government was following, namely, to keep the workers in those industries on a sort of dole by just paying their wages and not giving them enough work, by not making even the working capital available. I will give you just one example to illustrate my point. One of the industries in Calcutta—incidentally it is within the constituency of our hon. Minister of Law, Mr. A.K. Sen—Bengal Potteries Ltd. employing, at the moment, about four thousand workers—one thousand less than what it was originally employing—has been kept on this dole set up by Government's own institution, the Industrial Reconstruction Bank of India since the last three and a half years, as a result of which they can say that this company is making a loss and the loss is mounting every year. We have been representing to the Government since January to make the working capital available so that the company can break even as it did till 1981-82 which is the last year up to which the working capital was made available. After that it has never

[Shri Amal Datta]

been made available. Only the workers are paid their wages and salaries. That is all that the Government disburses. So, without the working capital, the company cannot survive. If that is the attitude of the Government that only the workers will be kept for some time so that they do not agitate and they are lulled into some kind of complacency—of course, every six months they have to come and get the sanction of the Government for the extension of take over period—then this Bill is not going to help. This Bill also does not say anything about what is going to happen to those industries which are already sick. The Preamble to the Bill says that it is a Bill for timely detection of sick and potentially sick companies and then to take certain measures with regard to that, but it does not say anything as to whether it brings within its scope those companies which are already known to be sick, which have already been taken over in one form or the other under the wings of the Government, Central or State. Nothing at all has been mentioned with regard to that. I dare say that if they are brought within the scope of this Bill, then as soon as the Board envisaged by this statute is set up, they will find that all these companies are no longer viable. They are not only sick, they cannot be made viable because of the fact that the Government has not made any investment in these companies for year. Where is it stated here that that attitude of the Government of India is going to change? If that attitude does not change, then merely having an early detection is not going to help. There have been several attempts previously by the Government to set up systems of early detection. They have set up several institutional arrangements under their own auspices or under the auspices of different financial institutions including the Reserve Bank of India, for early detection of industrial sickness. All of these have failed to play any significant role in preventing industrial sickness, I do not know whether they could give early warning or have been successful in early detection, but the Government has failed to act on such early warning or detections if those institutional arrangements have been

successful in detection and warning the Government early enough.

It is a question of having the 'political will'. The question is whether the Government wants the sick industries to be revived or not. If they want to revive them, in what form do they want to revive it? Do they want to revive it by putting in substantial capital investment? Do they want to revive it by making necessary technical upgradation and all that? Will they see to it that the workers' interests are protected? That is not stated. What is stated in the Bill is only this—that all concerned will have to make sacrifices, the labour, the State Government, everybody! That is all they say. But so far as the Central Government is concerned, they have arrogated to themselves all the industrial powers, all the financial powers, in their own hands. So, it must take the full responsibility for revival of industries. It must take full responsibility for rehabilitation of the workers who are affected due to the sickness of the industrial concerns in which they are employed. Then, Sir there is no indication in the Bill which we are at present discussing as to what the Government's intention is with regard to existing sick industries. What they have said is only this when the Board envisaged in this Bill decides that an industry concerned is sick, the next thing which it has to decide is, whether it can be made viable or not. If they find that it cannot be made viable, then, it will be sent to the court for liquidation. It will take the ordinary course of the law. That means that the workers will lose their jobs. This is what the Government's real intention is.

MR. DEPUTY SPEAKER : Mr. Amal Datta, please try to wind up.

SHRI AMAL DATTA : How many minutes I have got?

MR. DEPUTY SPEAKER : 12 minutes.

SHRI AMAL DATTA : I may as well not speak in that case; I can better sit down now. This is an important subject. We are very much concerned with it.

MR. DEPUTY SPEAKER : Everybody is interested. Everybody wants to speak.

Time is allotted and I am going according to that. Your party gets 12 or 13 minutes.

SHRI E. AYYAPU REDDY (Kurnool) : It is not fair to proceed only on the basis of time allotted when the Member is contributing to the debate.

MR. DEPUTY SPEAKER : I cannot help. Otherwise we will take even 2 days or three days over one Bill. We have to pass this Bill.

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : For 5 minutes you have been arguing.

SHRI AMAL DATTA : Sir, regarding the Board which the Bill envisages, I have got some reservations.

First of all, let me conclude the first point which I have been making. Sir, by this Bill the Government has only tried to put the 'cart before the horse'. It has not tried to deal with those companies which are sick because of which more than Rs. 3000 crores worth of industrial assets have been locked up ; and loans of the banks and financial institutions are locked up. Lakhs of people have been rendered unemployed. Government does not say what it is going to do about that. This Bill has not given any indication at all about that. The workers are going to lose their jobs straightway.

Then, my second point is this : So far as the Management is concerned, the Government has allowed the errant management to survive and to flourish. The Reserve Bank of India has stated that more than 50 per cent of the sick industries become sick because of the management siphoning off funds. My question is this : What has the financial institutions and the banks (owned by the Central Government itself) done so far to see that these managements are not allowed to escape and go scot-free ?

When the loans are granted, all these people have to sign a personal undertaking and give collateral or from their personal assets, at least the promoters of these companies have to. I have not heard of

a single case in which the Government financial institution has recouped itself from the personal assets of these promoters on whose personal guarantee and on whose collateral or on whose personal bonds, the loan was granted. As has been said by my friend Mr. Rajhans, they have allowed this to be a very profitable business for dishonest business men and these dishonest businessmen are gradually putting out of business all those who want to do business honestly.

The first indications of sickness come when the companies fail to pay wages regularly, when they do not pay bonus, provident fund and other statutory duties. Where is the indication here that the labour will be a party and that the labour will be entitled to report that a company is getting sick ? It is the labour which is going to be affected and they know from the very beginning that the company is going to get sick. But no provision has been made in this Bill to give the labour the right to report.

The other point is that right has been given to the financial institutions to report. As regards banks or financial institutions, as soon as a company has defaulted in payment of interest or capital or whatever it is due, it must be the duty of that bank or institution to immediately report to the Board. That is the earliest indication you can get, not having to wait for more than two years. The accounts of a company are not made ready till six months after the close of the accounting years. But in the earliest part of the accounting year, the company may have been failing to honour its debts to Government's own institutions. And even creditors may be given the right to report. In that case only, sufficiently early warning may be obtained to prevent sickness at a stage where the company can still be cured and not, as the Bill provides, when it is already practically dead.

There are certain anti-labour provisions in the Bill. The obligations regarding minimum wages stand suspended. The workers will not be allowed to strike. These anti-labour provisions should be deleted. Is the Government bringing the Bill

[Shri Amal Datta]

in order to see that the welfare of labour is promoted or are they bringing the Bill to see that more money can be pumped into hands of those erring businessmen who are responsible for this industrial sickness? Since 1970 the IRBI has been continuing and it has been pumping money into the hands of dishonest businessmen. If the Finance Minister goes into the history of IRBI, he will see that even during the last two or three years, even when he has taken charge himself, they have been giving money to these industries which are not sick. But on grounds of following the guidelines of incipient sickness, they have been pumping money. Why can't it be detected and the whole scheme is implemented in a really professionally competent and honest manner, with a will to do something for the labour and not merely give money to the dishonest businessmen?

SHRI SHARAD DIGHE (Bombay North Central): Sir I rise to support the Sick Industrial companies (Special Provisions) Bill, 1985 which is before the House. This industrial sickness was a matter of grave concern for a number of years and the Government could not be indifferent to this problem. If the Reserve Bank report is considered, nearly 66,000 sick units, large, medium and small, in the country, are existing in 1983 and the number has been swelling from time to time.

And the number has been swelling. The recent figures show that in December 1983 there were 80,110 sick units and by the end of 1984 they came to nearly one lakh. Today they must have gone up still further. Even considering the outstanding bank advances also, the figure is frightening: till December, 1982, the figure of outstanding bank advances in respect of sick units was Rs. 2,585 crores; it rose to Rs. 2,793 crores in June, 1983; and till the end of the year it came to Rs. 3,101 crores. Considering this situation it was absolutely necessary to take some steps in this direction. I would recall the observations made by the hon. Finance Minister in his budget speech when he said:

"The onus for reporting sickness will be laid on the management of the units themselves who will

be required to seek a fresh mandate from their shareholders after 50 per cent of the net-worth of the company has been eroded, and when the company loses its entire net-worth, the existing management and the owners will not have any further role to play in running the affairs of the unit."

I think, the present Bill is an exercise in that direction. Therefore, I welcome this Bill.

While welcoming and supporting this Bill, I will also take this opportunity to point out certain infirmities and certain lacunae in this Bill. Firstly, according to me, this Bill has been restricted only to corporate bodies. Now, there are several concerns which are sick units and which are run by partnership firms. As far as Bombay is concerned, I can give several examples where even big mills are run by partnership firms; they are neither private limited companies nor public limited companies. Therefore, if we restrict these provisions only to corporate bodies, then I think many will get free, many will fall outside the scope of these provisions. This malady is prevalent even in big units which are run on partnership. Therefore, it was absolutely necessary to bring them also within this net. I hope a beginning has been made with this Bill and that some such measures will be found out so that these partnership business concerns also which are sick are brought under the clutches of certain measures which are indicated in this Bill.

As far as the procedures which are laid down are concerned, according to me, they are dilatory procedures. For example, firstly a report has to be made within 60 days from the finalisation of the accounts. In this case what is 'finalisation of accounts' will also be a doubtful proposition. Is it that these accounts are finalised when the general body passes the accounts or is it that they are finalised when they are audited and the audited account are submitted to the Board of Directors? These anomalies would arise. So, these doubts will have to be removed. Apart from that, this procedure is a lengthy

procedure—60 days given for the report, then another 60 days for inquiry and thereafter the scheme will be submitted and then the measures will be taken. This period will be very well misused for playing so many tricks by those whose who want to go out of the clutches of this law. Therefore, my submission is that such measures should be prompt ; no time should be given to the management so that they can manipulate and go out of the net of such law.

There are several provisions which require some review. For example, suspension of recovery is provided as soon as the enquiry starts. Clause-22 provides that all recoveries will be stopped. It is not made clear whether recovery of all workers will also be stopped. There are cases in Labour Court, in payment of Wages Court for recovery of certain dues. What will happen to them ? Because the enquiry will start as soon as the report is made by the Director, or as soon as sickness is detected by the Government or other financial agencies. So, from the labour point of view this ought to be made clear, so that the recovery of dues of the workers should be exempted and they should be allowed to proceed further in the matter.

As far as these schemes are concerned, the schemes which are to be prepared for the rehabilitation or for improvement or take over all these do not really provide for the labour. What is going to happen to them ? What will happen-whether they will be retrenched and if they are retrenched, what will happen to them ? What provisions will be made for them employment elsewhere ? These things also have to be provided in the schemes which will be framed or prepared for transferring the ownership for making any improvement in the sick mills or sick units which would be detected, which would be covered or which would be enquired into. From this point of view also some thought will have to be given.

It is gratifying that some provision is made transferring that while these units to any other concern the option is also given to the employees. But what I submit is that, that should be emphasized and the first option should be given to them. When a

unit is to be closed or transferred, the transfer should be made firstly to the cooperative societies of the employees, who come forward to take and take the challenge of running these concerns.

I want to make one more very important point i.e. this Bill does not really hit on the head of the cobra viz. the erring management are not to be punished anywhere. What will they lose ? They lose directorship, they may lose the concern, but they may have already siphoned out the money and use that finance for other concerns. For that purpose what is the punishment for them ?

The Finance Minister, in his budget speech had also referred to that. But he has not utilised that point while framing this Bill. He has said that bad coins will have to be removed. But no provision has been made for that in this Bill at all. This Bill provides for schemes by which it can be taken over but there is no punishment, no punitive clauses are provided, so that these bad coins are absolutely removed. Now, there was also suggestion and the announcement on behalf of the Government that in such cases they will not be allowed to get any credit for any further business. These provisions are not made at all and, therefore, from that point of view, this appears to be rather incomplete. These provisions should have been made because the announcement was also made by our Prime Minister while inaugurating the INTUC conference. At that time he had also said that we propose to take concrete steps against those managements which are foisting sickness on these companies. Those who are foisting sickness of those companies and those who have siphoned out money for their own purposes have to be punished; that punishment is not there. These bad coins are not taken out and there is no provision that they will not get any finance to start any other concern.

If these things are also provided for, I think it will be a complete measure and it will be some measure which can be a good remedy as far as industrial sickness is concerned.

13.01. hrs.

The Lok Sabha then adjourned for Lunch
till Fourteen of the clock.

[Shri Priya Ranjan Das Munsi]

The Lok Sabha re-assembled after Lunch at
Seven minutes past Fourteen of the clock.

[MR. DEPUTY-SPEAKER *in the Chair*]

**SICK INDUSTRIAL COMPANIES
(SPECIAL PROVISIONS Bill CONTD)**

[*English*]

SHRI PRIYA RANJAN DAS MUNSI
(Howrah): Mr. Deputy-Speaker, Sir, first of all, I would like to congratulate the hon. Finance Minister and, of course, the Government for bringing forward this Bill which is in aid of sick industries of India as also to mitigate the sufferings of the workers. It is a fact that this Bill has many good ideas and many provisions and at the same time there are some problems also. Therefore, the natural plea of the hon. Members is that order to avoid ambiguities that may creep in future, that it should be referred to a Select Committee. At the same time, one would appreciate that if it takes too much time, the basic interests of the workers may suffer. I will therefore at the outset request the hon. Minister that various points made by the hon. Members on this Bill during their speeches may be considered for incorporation and inclusion in the Bill to give adequate protection to the sick units which otherwise will take the advantage to go to the court for getting immediate stay order.

Mr. Deputy-Speaker, I represent a constituency that is, Howrah, which was once upon a time providing leadership in India's industrial infrastructure. It was once compared as Sheffield and Birmingham of the United Kingdom. Now, unfortunately, in my own constituency, every tenth member of the electorate is the victim of the industrial sickness and if this sickness continues, I will also become sick. I would, therefore, request the hon. Minister kindly to consider my suggestions which I will place before him today during this debate.

Sir, the total credit advanced to the sick units by financial institutions has increased by 91%, from Rs. 1623 crores in December 1979 to Rs. 3100 crores in December 1983. As I understand, by this time, the total money actually flowed into

this is about Rs. 4,000 crores which is equivalent to the amount allocated for the entire Five Year Plan of a particular State. So, the situation is alarming and at the same, time the miseries of the workers are becoming very acute. I can quote number of newspapers and I can give authentic reports that only in West Bengal alone for the last ten years, at least 100 workers of various factories die either of starvation or hang themselves.

This is because they had no jobs as the industries were closed. That is the plight of the workers.

I am not going to explain in detail why the sickness comes. I would only provide a few suggestions how the sickness can be avoided. I am aware of the present situation, because I am very deeply involved in the day-to-day problems of such units. The basic problem lies not on the workers. There are three basic problems for which the unit becomes sick. The first problem is lack of professional management skill and financial monitoring of that unit by the bank, which either hypothecated the machinery or advanced the loan. For instance, a unit has a capacity of ten tonnes per day with a work force of 33 workers. I know, there is unemployment in the country. Due to popular pressure and many other things, the employer goes on increasing the strength and it becomes 200 or 300 workers which may not be necessary. The bank does not come in to check that, the financial institutions also do not periodically monitor that and one fine morning it appears that the unit has become sick. That is one reason. Further, some of the employers do it deliberately and make the unit sick with a view to siphon off the amount including what they have got as advance and to divert it to other industries. For instance, there was a very important metal industry in our State called Benani Metals. The management closed the unit, shifted it to Bombay and invested their entire amount in some other business. The person concerned is not to be arrested or penalised.

The second reason is financial institutions. The financial institutions which advance the loan do not have the technical professional expertise for dealing

with each industry. The problems of a tea industry are not the problems of a textile, jute or engineering industries. But in the financial institutions, the same officer or the executive director looks into the total industrial health as a common index without going into the merits of individual industries. I would cite a very recent example to the Finance Minister. A newly appointed Chairman of the Union Bank of India without going into the background of the Bengal tea industry has started telling one thing : "I have not come here to improve the health of the tea industry ; whatever you have taken from the bank, first you return it and then I will look into other things." It should not be the attitude. It is neither his money nor the money of the bank, or money of the tea gardans. It is peoples' money and peoples' interests have to be protected. That sort of attitude has to be developed.

The third is the most important and vital reason. In this House, during Shrimati Indira Gandhi's time the Fifth Lok Sabha, the first bold measure was taken. If the industries are revived, the youth feel very happy. The first Bill, the Industrial Reconstruction Corporation of India Bill was introduced. The attitude was very good ; it was a noble attitude. And I must say that this benefited universally. The IRCI used to give money to the units without managerial potential. I suggest and I would continue to suggest that when such organizations give money to a unit, they should not give money alone, they should give money plus professional management from their side and they should keep the marketing authority in their hands. And if you can provide these things, only then that unit can survive. In this context, I would refer to the name of one company, the weight bridge manufacturing company, India machinery Co. you can check it up. The Company was taken over by the IRCI three years back and it provided professional management. While the professional management was provided by the IRCI, the Company made a profit and it even beat Avery India, in weigh-bridge machinery, and the moment they withdrew their people and said that they could not take the responsibility any

more, again it started going back, because the old people had come back. This is the problem when you do like this. The strength of the industrial units suffering from sickness is about a lakh.

I think a bulk of them is in Bengal and Maharashtra, in Bengal largely the engineering industries and in Maharashtra possibly the textile units. Though I am not saying that they are the best, the skill in the engineering industries provided by Bengal workers is the best available potential indigenous skill in the whole country. In foundry, in precision making industries and machine tools, they are the masters. You can compare their sophistication even with Japan. When I find that in unit after unit, they are remaining idle, waiting only for the day when they get some provident fund or this or that and then going back, I really pity them. It is a colossal wastage of human energy about which our hon. Prime Minister is emphasising every day.

I have only one request. I do not mind if you wind up the unit, if you feel that it is not viable economically. But you make three categories. In category one, you have a regular sort of employment bureau of sick industrial workers. From this you can find out how many of them are skilled, how many of them are foremen, how many of them are moulders or loom operators or rubber technologists and so on. In this way, you make a bank of your workers. If you feel that you cannot invest so many crores in a rubber factory, I do not mind it. You should give a guarantee or assurance that whenever a rubber factory will come up, at that stage, top priority is given to see that these people get absorbed. Then only you can assure the workers that you are taking care of them. You cannot simply say that you cannot invest because it is not viable. If it is not viable, it is the failure of the management or the banks. But what will these people do ? Will they go to the burning ghat ? Workers will die. And no responsible Government in a democratic country can defend such a policy. You protect those sick industries workers whom you can protect. Regarding those whom you cannot protect please give them a guarantee that they will be given priority. Ex-army

Shri Priya Rajan Das Munsi (Howrah)

jawans get priority in getting jobs or land. Retired people get the job of chairmanship. But the skilled workers, with full vigour, remain idle and they are going to be hanged. This sort of a policy cannot be defended by any responsible Parliament or by any responsible Government of the country. This is what is happening in the country. It is really a waste of energy. Therefore, I will request that you maintain that procedure also with regard to these workers.

For instance, I tell you about the India Rubber Company. You have denotified it four years ago. Why did you denotify it? You should have a vision of perspective thinking that when and how this company will be viable. You do not have that vision. This company, they are the masters in making tennis balls. They are masters in making rubber plates of the railways. Railways purchase not less than a few crores of rubber material per year from various private agencies. Why do you not set those skilled workers in that unit to form a different unit. I do not mind if it has a different name. Why don't you ask them to tag with the railway which would save your money. They may even begin with a fresh amount. But you do not do it. Because they belong to X company, Bennet so and so, till that company is there, their workers are untouchable. That should not be the theory of helping the situation. Therefore, I say that while dealing with sick units, you do like this. Firstly, if you feel that unit 'A' is not independently viable, try to find out whether it can be amalgamated with a powerful unit with potential resources. Now, take the Motor Machine Company of Bengal. I can cite many documents. The Wales Authority said that it is a good unit and that it can be tagged to their company. Why did the Finance Minister not allow it to be tagged? It was denotified. In West Bengal, lots of things are going on in this manner. Then, power is also one criterion. Unfortunately our West Bengal Government could not perform well in the Sixth Plan. They could not spend their full resources. They could not spend Rs. 1200 crores in the Plan Development Budget. They could not spend about Rs. 300 crores for power allocation programme. This sickness is being added and it

is a different thing.

(Interruptions)

I am not accusing anybody. Let us face the facts. I am only welcoming your performance. In the whole country, your Government have been able to say that they could not spend even two-thirds amount of their Plan allocation and they are making the State bankrupt. In this matter, I will urge upon the Minister about four things. Firstly, whomsoever is sent as the management authority into these units, whomsoever you may like to nominate, please see that he is not a retired person. In my constituency dozens of retired people are working as Chairmen. I am not warning, I am only telling. Within three months if you do not send regular competent people in my constituency, I will go on fast to see that the retired people do not enjoy more benefits. They have no interest in the factories. Let them join politics, let them try their luck in the election, I don't mind. You will accuse the politicians, if you fail, but you do not accuse them when they fail. What punishment do they get? for the amount of corruption in dealing with these units, I am glad that Mr. Amal Datta referred about the financial system of RBI. I will not cent per cent agree with him. Sir, I am referring to hon. Finance Minister, you appoint one Committee—a small Committee of your own. You find out the wealth of your former Chairman of the Banks, former Executive Directors of Banks who are dealing with these industrial financing and I will tell you Sir, inside and outside the country the amount they amassed is the amount of the people and making this unit sick and allowing these owners to become rich and popular here and there. This is what is happening. This is my second suggestion.

The third suggestion is that, the sick unit workers should be given assurance and guarantee by the people, by the Parliament and by the Minister that their expertise will not be killed and they will be absorbed elsewhere as per Government's circular and directives. So that a climate may be created that they will not die.

My fourth and the last suggestion is that while making such Boards, please see

that this Board is formed only by those people who are concerned with the industry and economic affairs and not that you depute somebody from Agriculture or irrigation or a retired magistrate this and that. Please don't do it. It will not serve the purpose. It will only create the same problem which you are already facing.

With these words, I conclude and I draw the attention of the hon. Minister, exclusively to Maharashtra and West Bengal are dying by this sickness and kindly restore them revive them.

THE MINISTER OF FINANCE (SHRI VISHWANATH PRATAP SINGH) : I just want to respond because in the debate some hon. Members made some points and we want to get the benefit of thought of Members available to us in the further debate.

A point was made about worker's participation when there is a change in management. It is very much in our policy and we would express it to be including worker's participation.

The second point which was made and I want to share with the House is that punishment of those who siphon off money and where there is objective condition, that is different. But where there is obvious case of siphoning off money or mismanagement, there should be punishment. But my sentence was quoted out of context that bank managers should be put out of currency. The Government does hold this view. One thing I may inform the House that we are thinking of something apart from this Bill also to have on the Government side to take care of such things. At the same time I had thought and brought out this Bill also and I hope all these things will not go to Supreme Court or High Courts. But we have the protection of the Chair and the House. Initially that was my first reflex also to put this in the Bill.

PROF. MADHU DANDAVATE: Your lordship will take of it.

MR. DEPUTY SPEAKER : It is my duty to say.

SHRI VISHWANATH PRATAP SINGH : I was told that if we put it in the Bill, then it become justiciable for the Government to prove all the points on the Bill and the intentions thereon and they also have to prove mismanagement and siphoning off money because many of the things are related to each other. In buying and purchasing, all vouchers are produced in the Court so that there will be no siphoning of money. They will say that they are valid transactions, but the Government is trying to prove that this one route. The route is that once this body take cognizance that there has been sign of deliberate mismanagement, the Government can give a guideline to all Banks and administrative, Institutions to take cognizance of these transactions.

That does not then become justiciable. So, I thought this will be a more effective administrative measure, rather than making it justiciable by the court. I would like to have the advice of the House on this. Certainly, on the purpose and intention, we are one on this, viz, to book these who have siphoned off funds.

MR. DEPUTY SPEAKER : Some companies are diverting money after getting loans from you. They then start some sister companies.

SHRI C. MADHAV REDDI : Let us not be afraid of courts.

SHRI VISHWANATH PRATAP SINGH : I will be replaying later. Anyway, this thought is there. I am open on it. I have not closed my mind.

SHRI C. MADHAV REDDI : Let it be there in the Bill itself.

(Interruption)

SHRI VISHWANATH PRATAP SINGH : I wanted to share the consideration that was with us, so that the debate is meaningful. I wanted to say that we are open.

PROF. MADHU DANDAVATE : We endorse the decision, Let the Minister implement it now itself.

MR. DEPUTY SPEAKER : It does not affect our privileges. Now Mr. Shanmugam.

[Translation]

***SHRI A.C. SHANMUGAM (Vellore) :** Hon. Mr. Deputy Speaker, Sir, I welcome the Sick Industrial Companies (Special Provisions) Bill, 1985, which seeks to detect sickness in industrial companies and to determine steps to be taken for the removal of such recurring industrial sickness in the country. I am constrained to point out that this legislative effort will rescue only big industrial companies. After hearing the clarifications given by the hon. Minister about punishing those big industrialists who create sickness in their units, I am glad that this Bill will go a long way in achieving the objective of eradicating industrial sickness in the country. Here I would like to point out that the small scale sick units also should be brought under the purview of this Bill. We may fix the investment limit of Rs. 25 lakhs or Rs. 50 lakhs in the case of such small scale sick units. Unless the hon. Finance Minister takes steps to rehabilitate and revive the large number of small scale sick units, there will be no hope of industrial progress in the country.

I hope that the industrialists with the support of this Bill will not take vindictive steps towards the workers and throw them out in the guise of sickness. The Government should protect the workers from such *ma'a fide* actions of industrialists. I suggest that there should be a supervising agency for this purpose. I request the hon. Finance Minister to look into this and do the needful. I am very glad that the hon. Finance Minister in his clarificatory remarks referred to labour participation in management of such units.

Sir, unless we industrialise the country, we cannot be in the forefront of economic

development. We have to industrialise the country in the interest of economic progress. After the Second World War Japan was a barren land. Within a short time and without the indigeneous supply of raw materials, Japan has made phenomenal progress and Japan is occupying the second or third place in the industrial map of the world. We have to emulate the efforts of Japan in this matter. There is no paucity of raw materials in our country. We have in fact abundance of raw materials of all kinds. If we exploit them, we will be on the top of the industrialised nations of the world. But the stumbling blocks like industrial sickness should be removed forthwith. I am sure that this Bill will pave the way in this direction.

Our hon. Deputy Speaker just now mentioned about some industrialists taking loan for a particular industry and later utilising it for some other purpose. The loans are not utilised for the purpose for which they were taken. They are adopting such devious methods. In fact they are misappropriating such loans.

MR. DEPUTY SPEAKER : Not a few. There are so many industrialists like that.

SHRI A.C. SHANMUGAM : I suggest that an Expert Committee should be constituted to go into these questions and suggest remedial measures so that industrial sickness can be eradicated from the national scene for ever.

After purchasing the plant and equipment for a particular unit, it is utilised for some other unit. When there is such mismanagement and misappropriation, naturally there will be sickness in industries. The funds are misused and the plant and equipment are misused. I suggest that the assets of such industrialists who mismanage funds should be confiscated. In fact they should be given capital punishments like imprisonment. I hope that the hon. Finance Minister will initiate appropriate steps in this matter.

The industrial sickness may be due to paucity of power, inadequacy of funds,

availability of funds from Banks on time, etc. The delay in the disbursement of loans by the Banks should be avoided. Whatever money is sanctioned and whatever money is needed for a project, it should be disbursed at the appropriate time. Due to paucity of funds, no industry should be allowed to become sick. I would go to the extent of suggesting that the Banks may write off the loans also, if necessary in the interest of the industry and the workers when such a step will help the revival of the industry. The Government of India have taken over many sick units in several States and they are all working profitably. In Tamil Nadu Kaveri Sugar Mill has been taken over by the Central Government and the unit is running very well now.

The apprehension of industrial sickness and the consequent unemployment has been removed. I suggest that the Central Government should take over the Robier Mill in Pondicherry. There was a news item that the Government was proposing to take it over. 20 to 25 lakhs of families of workers in this Mill are on the streets. Immediate steps should be taken for nationalising this Mill. The B and C Mill in Madras has submitted expansion and modernisation plan. Unless the expansion and modernisation plan of B and C Mill is approved and implemented, I am afraid that this Mill will fall sick. The Tamil Nadu Government under the dynamic leadership of our Chief Minister, Dr. M.G.R. has taken over 9 industrial units. They are all running profitably now. I suggest that all the industrial units whose managements have been taken over by the Government of India should not be handed over back to the erstwhile management. I would reiterate that the fiscal needs of small units should be met in full and on time by the banks. The Mettur Textile Mill in Mettur, which I think is in the constituency of our hon. Deputy Speaker, has remained closed for several months now. Thousands of workers are on the streets. Alexandra Thread Mill is closed for several months now. 15000 families of workers are out on the streets. Due to the mismanagement of industrialists, the workers have become the victims. The Government should take over such large units and rehabilitate them in the interest

of workers.

I thank this opportunity to mention that in the Salem Steel Plant, which in fact is a rolling mill, there is gradual retrenchment of workers. It is feared that in the next two years there will be just 200 workers in this Plant. The fear of unemployment is gripping the workers. As originally planned, the rolling mill should be converted into a steel mill. Then only employment opportunities can be generated. The people of Tamil Nadu will be grateful to the hon. Finance Minister if he allocates adequate funds for having Salem Steel Plant which will manufacture steel products, instead of just rolling the sheets as is being done now. The public sector units like the Steel Authority of India, Coal India, NETCC etc. are incurring losses year after year crores of rupees. Before we start probing into the private sector, we should set right our home. Sitting in a glass house we should not throw stones. The deficiencies in public sector management should be removed. An Expert Committee should be constituted to go into this and suggest concrete steps for revamping the public sector units. The public sector units should be competently managed by technical experts.

As we have decided uniform bonus rate for the entire country, we should also declare uniform wage policy for the entire country. With these words I conclude my speech.

SHRI RAM PYARE PANIKA (Robertsganj) : Mr. Deputy Speaker, Sir, I rise to strongly support the Sick Industrial Companies (Special Provisions) Bill, 1985. While supporting the Bill I think the hon. Finance Minister and the Government for taking several steps for economic development during the past one year. These important steps include the present step also as not only Members from this side but Members from the Opposition side also have been raising their voice regarding the problem of sick mills. So far as the question of loss of man-days is concerned, very few man days have been lost due to strikes. Instead, more man-days have been lost due to lay offs, mismanagement and sick mills. Today, I am happy to note

[Shri Ram Pyare Panika]

that a Bill has been introduced which will remove many evils. We remember that when the hon. Minister presented the Industrial Policy and the Budget last year, the Opposition Members had expressed serious apprehension about them. The liberalisation of Industrial Policy has borne fruit which is evident from the fact that there is enormous flow of capital into the market. We have issued a number of licences. Not only this, we have issued licences to non-resident Indians also. Our Government and particularly the Finance Minister have adopted a policy under which the problem of financing is being removed gradually.

Recently, the hon. Finance Minister announced 5 per cent cut in non-plan expenditure and we implemented it strictly which resulted in a saving of more than Rs. 800 crores. Government have consistently been taking steps in regard to all these programmes. Today, Shri Amal Datta tried to find fault in it also. He has not cared to see that the Bill has been brought in accordance with the feelings of the House. That is why I welcome this Bill and would like to submit that it is true that most of the mills have become sick due to mismanagement. But we will have to see the other aspect also. When we issue a licence to any unit, we should ensure supply of electricity and raw material to it. Government should pay attention towards labour unrest also. Special attention should be paid towards mismanagement and malafide intentions of the mill owners. The mill owners of several jute mills in Bengal and textile mills in Maharashtra are diverting the funds of those mills to other mills and that is why those mills are becoming sick. All the Members have suggested and the hon. Minister has also pointed out that special attention should be paid towards such elements and the mill owners found guilty should be punished. A separate provision would be made for this. It is also a welcome step.

I would like to add that besides the Central Government and the financial institutions, trade unions should also be associated in reporting about sick units. In the present bureaucratic set-up, officers are not expected to report against the industries. It would be better if a

provision is made in this Bill for taking cognizance of the complaint made by the workers or their recognised union that funds are being siphoned off in the private sector to earn black money.

One more provision should also be made in it. So far as finances in the private sector, the public sector, the joint sector or the cooperative sector are concerned, their source is the Finance Ministry and this entire money belongs to public. There are a large number of public undertakings in our country and if the management there indulges in malpractices, some provision should be made in the present Bill or a separate Bill should be brought to check it, because the condition of the public undertakings is not satisfactory. Besides, there is no uniformity in them. Public undertakings are being run under the administrative control of various Ministries. This year you have set up a separate department for the public sector undertakings. It is a welcomed step but out of 250 public undertakings only 52 come under the Ministry of Industries. Hence the need of the hour is to bring uniformity among them. Many undertakings are being run under the Ministry of Steel, Ministry of Petroleum and other Ministries and they are incurring heavy losses. In order to ensure constant improvement in the economy, I would suggest that besides exercising control over the private sector, provision should also be made to have control over the public sector undertakings also. I submit that some sort of provision should be made to exercise control over both the sectors.

You have said two things in it. Firstly, you will restore the sick mills to health. But one thing is very necessary. Our economy is improving progressively and if there is any flow, it must be removed. Our Industrial Policy of 1956 is right. Ours is a welfare state. We talk about labour. It is also correct that man-power should not remain idle. Just now Mr. Das Munsi had said that technical hands should not remain idle. But our aim is that there should be progressive improvement in our economy. It is not our responsibility to revive the sick units only. If there is any danger of setback to our economy due to

revival of the sick units, there is no need to do so.

Secondly, if the workers of a sick unit are prepared to run it themselves on less wages and if they are in favour of its not being closed, down this aspect should also be considered. About D.C.M., it has been said that the labour is prepared to run it. There should not be any difficulty in this regard. If the workers want to run the factory on less wages, they should be given an opportunity to do so.

With these words I strongly support this Bill.

***SHRI R. JEEVARATHINAM** (Arakkonam) : Hon. Mr. Deputy Speaker, Sir, while supporting the Sick Industrial Companies (Special Provisions) Bill, 1985, I wish to make a few suggestions.

Through the provisions of this Bill, the Government seeks to establish a Board comprising of experts for timely detection of sickness in industrial companies and for determination of steps to be taken for rehabilitation and revival of such industrial units. This is a laudable effort which should receive the unanimous support of this House. Besides the Board, the Government also seeks to set up an Appellate Authority for the purpose of reviewing the decisions of the Board. I welcome this also. I am sure that this Board and the Appellate Authority would avert industrial sickness in the country. I need not say that industrial sickness is the stumbling block in the national endeavour to remove the perennial problems of unemployment and poverty.

When the industries become sick, it is not that the public money alone is wasted but it also augments unemployment in the country. Upto June, 1984 there were 78,363 small sick units in the country. The outstanding amount from them to the public sector banks and public sector financial institutions was of the order of Rs. 4000 crores. There were 513 large sick

industrial undertakings, each an investment of Rs. 1 crore and more. The outstandings from them to the public sector banks and public sector banks are of the order of Rs. 2600 crores. These financial institutions do not know when they are going to get back this money. You can imagine the loss of interest on this amount of Rs. 6600 crores. I am sure that the hon. Finance Minister will accept that this substantial public money is blocked up without any productive results. In the Annual Report of the Reserve Bank of India we find that efforts are being made to evaluate the availability of such sick units if they are revived. I am sure that the hon. Finance Minister would take steps to rehabilitate such units as recommended by the Reserve Bank of India.

Unfortunately Tamil Nadu tops the list of sick industrial units. 16,955 small industrial units are reported sick in Tamil Nadu. Similarly 46 large industrial units are also on the sick list in Tamil Nadu. I would like to recall that when our Vice-President Shri R Venkataraman was the Minister of Industries in Tamil Nadu Government, Tamil Nadu occupied the first place in industrialisation. He is the father of industrialisation in Tamil Nadu. The State Government that succeeded him Tamil Nadu functioned in such an inept manner which resulted in large scale industrial sickness in the State. I request the hon. Minister to ensure that the small scale sick units are also brought under the ambit of the legislation under consideration. Then alone there will be the definite possibility of industrialising the country.

Besides the problem of unemployment, the industrial sickness leads to rusting of valuable plant and equipment. Immediate steps should be taken to prevent the waste of national assets. In this matter I do not think that the proposed Board will be effective. We have the Industrial Reconstruction Bank. It is regrettable that no sick industrial unit has been rehabilitated and revived by this institution.

The former Minister of Industries had announced the constitution of an expert committee to go into this question of

(Shri R. Jeevarathinam) (Arakkonam)

industrial sickness and to make suitable recommendations for averting the industrial sickness. I am sorry to say that such a Committee of Experts has not yet been constituted. I suggest that this should be done without further delay.

In 1981 the Central Government of India modified the industrial policy with reference to the particular issue of rehabilitating and reviving the sick industrial units. Upto January 1984, the management of 47 big industrial units had been taken over and in 1984 itself 17 such big units were nationalised. I do not know the fate of the remaining 30 big industrial units. The various State Governments had nationalised 11 large units and the Central Government 6 large industrial units. Viewing from the alarming growth of sick units in the country, this effort looks like offering sugarcandy to a hungry elephant. For the past five months in Tamil Nadu, the biggest industrial unit, the Mettur Textiles has remained closed. Thousands of employees are out of their livelihood. The families of workers are actually on the streets. Some serious effort is called for to prevent recurring industrial sickness in the country. I suggest that all these sick units should be taken over under a law, if necessary, and then they should be auctioned. This will enable the public sector banks and the public sector financial institutions to recover the outstandings. It will also have an impact on black money. The rusting plant and equipment can be utilised for productive purposes. It will also generate employment opportunities. It will also have the necessary impact on recurring industrial sickness. Our hon. Finance Minister is a very capable and talented Minister. He has also taken many bold steps in the financial management of the country. I am sure that he will consider my suggestion to take over and auction the sick industrial units favourably and take appropriate action in that direction. I am sure that the hon. Finance Minister in his own ingenious way will initiate steps to recover the outstanding amount of Rs. 6600 crores from these large and small sick industrial units in the country.

Before I conclude, I would like to point out that the looting of public sector banks and public sector financial institutions in the name of industries has become a fine also. In this the officials of the Banks are also to league with industrialists. The industrial projects are not examined in depth by these bank officials. In fact they are also not capable of examining them in depth. Before the actual disbursal of loan, the entrepreneur has to give guarantee of fixed assets. This stipulation must be adhered to by the Banks. But bank loans to the tune of several lakhs of rupees are given on power of attorney. The industrialists exploit the system of call money for appropriating crores of rupees taken from the public sector banks. The Banks give advances on stocks. But the key of the godown in which the stocks are kept is with the industrialists. The stocks are sold, but the banks do not get back their money. The banks do not exercise the necessary control on stocks-production-sale. There is no correlation between the three. The industrialists are adopting many dubious and devious means to dupe the public sector banks. I suggest that the hon. Finance Minister should constitute an Expert Committee to go into the procedures of Banks financing the industrial projects and suggest suitable measures to avoid such pitfalls. If such pre-emptive steps are taken by the public sector banks and the public sector financial institutions, then the recurring industrial sickness can be averted for ever. With these words I conclude my speech.

[English]

SHRI V. S. KRISHNA IYER (Bangalore South) : I do not doubt the intention of the hon. Finance Minister who has brought forward this Bill. But I should say this is half baked cake. I wish he had agreed to refer it to a Joint Select Committee.

Only this morning, the hon. Minister was prompted to accept some of the suggestions made by the hon. Members. Many of the Members made some valuable suggestions and have contributed a lot to the debate and the hon. Minister readily accepted what was suggested by the Members. Of course, I know he has kept up

his assurance. He had given assurance during his budget speech that a similar Bill would be brought forward. But I feel that it is hastily drafted. He has forgotten consult important sections particularly the trade union representatives. I wish he had taken them also into confidence.

I am afraid, this Bill may be counter-productive. It may even give rise to more sickness. Incidence of sickness is definitely a serious concern, not only to the Government but also to society. It affects the economy of the country. I admit that. I also, in principle, accept some of the provisions of the Bill. There is no doubt about it. But it could have been more foolproof and effective.

An important factor which the hon. Minister has himself admitted is that he has forgotten to associate labour at all stages. I wish to draw his attention to a report from the National Textiles Corporation which I am sure, most of the Members have received. We should feel proud that the NTC has taken over 125 sick mills and most of the mills are now working under profit. For what reason? Because of the improved labour relations and better planning. So, you must understand that the labour force is of equal importance as the cash investment by the management. Unless the labour force is taken into confidence, unless there is rapport between labour and the management, the industry cannot prosper.

I am sure you will accept the amendments which have been brought forward in this regard.

I was just saying how the mills become sick. There are two kinds of sickness. Some are bona fide. Due to power shortage, industrial concerns go sick in spite of all efforts. I agree on this point. There are certain managements which deliberately become sick. We can wake up a person who is really asleep, but we cannot wake up a person who pretends to be sleeping. I give one instance in my own constituency. There is an electronic industry. It was making huge profit. There are 350 labourers out of which 95% are ladies. All these years it was making profits but for the

past one year it had been showing heavy loss.

This industry has modernised some of its machineries. It now wants to retrench 250 of its employees. Please note, Sir, out of 350 employees, it wants to retrench 250 employees and continue. The Chief Minister of our State, the Labour Minister and the Government have negotiated. I also negotiated in my own way. The management says that if the labourers agree to the retrenchment of 250 employees, only then they are going to run the industry. Now a lock-out has been and I am told that they have taken the permission of the High Court to close the concern.

So, Sir, you can understand how this management trying to circumvent the laws. How does this Bill give protection to these labourers?

Shri Priya Ranjan Das Munshi gave similar instances in his own constituency. Therefore, Sir, I request the Minister to have a second look at the Bill to see that it becomes foolproof. The idea is good that you are going to rehabilitate the sick industries. The Board is there to suggest rehabilitation, revival, amalgamation or transfer through an operating agency. If it becomes inevitable, they refer to High Court for liquidation. When it is liquidated, what will be the plight of the labourers?

Many Members have spoken about this. Even now it is not too late. You can introduce an amendment and give protection to the labourers in case of liquidation.

The Hon. Finance Minister has just now said about siphoning of the funds of the companies. You are reluctant to provide for deterrent punishment in the Act itself. But Sir, unless there is that fear, it is very difficult to control the management.

I have been hearing Hon. Member, Dr. Datta Samant, saying that in Bombay how textile units are siphoning of the funds and closing their textile mills. We should not give for that. Labourers should be properly protected. I am sure, the Hon. Finance Minister will certainly appreciate and accept the amendment.

[Shri V. S. Krishna Iyer]

Another important point which I would like to mention in this connection is that this Bill pertains only to industrial concerns listed in Schedule 1 of the 1951 Industrial Act. There are a number of industries in the small scale sector and also there are a number of partnership industries. Many of the Members have already said that you have to extend the scope of this Bill to those industries also, so that thousands of labourers are protected.

One more point which I would like the Hon. Finance Minister to bear in mind is that we should put our house in order before asking others to put their houses in order. Many of the public sector industries which are run by the Central Government and the State Governments are also sick. Sir, only the day before yesterday our Hon. Industries Minister announced in this House that out of 205 public sector industries, 92 industries are under the sick list and the total accumulated loss whose in these industries is to the order of Rs.1534. 37 crores. money is this Sir? It is the people's money. Imagine, Rs. 1534 crores is the loss so far? What steps the Government is going to take to rehabilitate these industries? Government must take serious note of this.

I will give only one more example of my State. You must have heard about the prestigious Vishveswariah Iron and Steel Industries. It was founded by the late Engineer Statesman Sir M. Vishveswariah. That industry is incurring a loss of Rs. 2 crores every month.

15.00 hrs.

Only yesterday the labour representatives came and met the Steel Minister. Every month Rs. 2 crores is being lost. Rs. 25 crores is the total loss for a year. The State Government of Karnataka has been requesting the Government of India to come to their rescue and take over that unit because you have got 40% shares in it. For the State Government they do not have the funds to remobilize the industry. Therefore, the Government of India should take over that industry, revive and rehabilitate it. The labourers are also willing to extend their full co-operation. Only if you

spend Rs. 100 crores, you can revive it and bring it back to health. Of course, there is power cut but the State Government is determined to solve it. I once again appeal to the Minister to see that all the industries managed by partnership concerns and also small scale industries are also brought under the uprview of the Bill.

PROF. N. G. RANGA (Guntur) :
I welcome this Bill.
I think the whole House welcomes this Bill, but it took a long time in taking this form.

We have been complaining about the mismanagement indulged in by the managers and owners of these factories for a very long time, long before we achieved our freedom. But, now, even after having achieved our freedom, we have been warning the Government that they should have some such legislation in order to see that these industrialists play fair not only with their own share holders, is not only with their workers but with the whole nation. At long last this Bill has come.

But, then, how can we say that my hon friend, Mr Mool Chand Daga is wrong in suggesting that it should be sent to a Select Committee. It has become the habit almost with the drafting side of this Government in the Law Ministry as well as in the respective Ministries to simply dump their Bills on this House and for shortness of time, to get them passed without proper consideration. We have warned the Government several times. I myself have done it earlier. This is a big Bill and on a very important subject and has as many as 36 clauses. I suppose till the very last moment the Government was still thinking of giving final shape to these various clauses. That must be one of the reasons why they never thought of raising it before the Consultative Committee. Has it been placed before the concerned Consultative Committee? They have got of that bad habit, but it used to be a very good habit in the past. I would like to give this warning, that such important Bills are first placed before the concerned Consultative Committee....

MR. DEPUTY SPEAKER : We are going to form various Committees in due

course of time, to discuss all things.

PROF N. G. RANGA : This is the way and when members complain, how can we say that the members are wrong. Now this is brought here and the time is limited. Members make suggestions. The Minister thinks of accepting or not accepting or accepting them in part or in full but it becomes too late for him to suggest any amendments here and now or accept the amendments that we move on the floor of the House. To this whole procedure the Government has got to give a serious thought.

Then, member after member has been suggesting that these various industrial concerns should be taken over by the Government. Has the Government got the necessary equipment in order to maintain and manage these industrial concerns more efficiently than these private industrialists ? They have not got it. They have got to build up a cadre and ensure that the number of people who they employ are kept under reserve and are given proper training and from time to time as and when any of these mills go sick, they can draw upon from this pool of officers and managers who are already trained and ready. They can draw people from there to manage the sick mills. They have not got that. I find there is no proposal even here.

They have thought of this Board. It is good. But who are to its members. One hon. Member was saying, retired people should not be appointed as members of the Board or managers of industrial concerns. Your Government has no clear notions when any officer is to be sent on retirement. Some retire at the age of 53 while others at the age of 58. High Court judges are considered to be good till 663 or 665. I am of the view that there should not be any hard and fast line like that. It should be left to the appointing authority to decide which particular man can be considered to be efficient enough to be appointed as manager or member of the Board,

Further, is this Board going to be non-political. It must be made entirely non-political. But would it be possible ? In democracy politics creeps into everything knowingly or unknowingly but as far as possible it should be kept non-political. Then you have an appellate authority. It is a good thing. But only serving judges or former judges and Government Secretaries should be there. There are different kind of Secretaries. Sometimes there are very efficient Secretaries who are capable of giving their own suggestions to the Minister. If such a man is sent there then there may be some difficulty. Therefore, so much hangs on the character of the Finance Ministry and the Finance Minister and I leave it at that.

Then I come to punishment in regard to these people. The Ministry seems to be hazy about it. It is provided six months, one year and two years. Is a fine of Rs. 1,000, enough for every month of jail that is imposed upon the offender ? The draftsman seem to be so negligent about it. Very little care has been given to these things.

Earlier when some hon. Member was talking about the workers participation in management the Minister gave assurance. Earlier the Labour Minister also gave the assurance that workers' interests would be considered paramount Workers' wages and provident fund would be the first charge on any sick mill which goes into liquidation. It is welcome and good. But have not the workers got some responsibility ? My friend was referring to what is happening in Japan. In Japan they are not behaving in the manner our workers are behaving. There the workers are patriot first and then come their demand for wages and emoluments. Should not our trade unionists give some thought to it ? They want everything to be nationalised. It is not a question of nationalisation we have build up huge State owned industrial concerns. What is the result ? what is our experience ? Have they been sufficiently efficient ? They are not. The workers are not playing their role as efficiently and as patriotically as they should. Therefore, in order that our industrial structure could give good results and help our nation to make rapid progress the industrialists, capitalists, share-holders...and also these

[Prof. N. G. Ranga]

various Government financing institutions workers' management, all of them should learn to play their role in an efficient and patriotic manner. Now, that thought should be taken to heart by all sections of the House, the trade unionists as well as the politicians and others people also. When we rehabilitate these various industrial units are we to give them back again to the earlier management and if so, which section or which part of that management, such of these people whom you cannot convict, or you cannot manage to get them convicted in the court of law but at the same who can be considered to be guilty, grossly responsible for the failure of the industrial units, would you consider them good enough for handing over the units? I strongly feel that they should not be brought back again into the management, of any of these rehabilitated industries and industrial concerns. Those who are found guilty to this extent should be black-listed. My hon. friend Finance Minister has asked for advice as to what would you like them to do, that is, the financial institutions. I am rather inclined to agree with him in regard to one suggestion that all the financial institution all over the country you which the Government of India has got direct or indirect control or managerial authority should be advised not to advance any credit at all either directly or indirectly to any of these concerns where these black-listed industrialists have direct interest or control. In that way, they would be able to bring some control, some discipline into this structure.

Then, Sir, I would like the hon. Minister to give some thought to what has to be done in regard to the small scale industries. There are so many. Therefore, he thinks that we cannot try to tackle them here and now. It is high time now for him to begin to study the ways and means by which they can also be tackled, they can also be brought under control. Let him take six months or one year or two years and then come forward with necessary proposals, administrative as well as legislative, so that it would be possible to assure ourselves that in the small scale industrial sphere also there will be industrial health.

Then, in regard to partnership of workers within these industrial concerns,

I am glad that the Government of India has already taken a decision to take earliest possible steps and the fullest possible steps to ensure their cooperation and their partnership, in the Board of management their cooperation in helping the supervisory authorities to find out which industrial concerns are being mismanaged and which industrialists are playing mischief. I do not want any and everyone to be allowed to be given the right to complain against these people, because it would be inviting too much uncertainty also so far as the management is concerned. But the workers, trade unions, not any trade union or every trade union but the recognised trade unions, should be made responsible for raising complaints and those complaints and should be taken serious note of by the Government or by anyone of these financial institutions which are made responsible for financing the industry. Thank you.

[Translation]

SHRI HARISH RAWAT (Almora): Mr. Deputy Speaker, Sir, this Bill has been brought in pursuance of the statement made by the hon. Finance Minister in the Budget speech that efforts will be made to prevent sickness of mills and to revive the sick units. I feel that everyone will welcome it. When we talk about sickness of units we fail to understand one thing and I feel that the hon. Finance Minister will help us in this matter. This situation arises when somebody wants to know the total number of sick industries in the country and the total amount which is blocked and cannot be retrieved. We cannot make a correct assessment of the gravity of the situation and the extent of sickness in the absence of correct information. Through this Bill, efforts have been made to convey the extent of sickness, but I do not feel that you will be able to give effect to your intention or the Government policy properly. Generally, many factors are responsible for sickness in units. Some of them may be such as have been created by the entrepreneurs themselves intentionally, out some might have developed due to our policy decisions. It can happen due to non-implementation of Government policies properly or not providing timely help to entrepreneurs by

those who have been entrusted with the job of industrialisation. Assistance should be provided to an industry if it becomes sick due to non-provision of timely help to it by the personnel of Industries Department or the financial institutions.

15 16 hrs

[SHRI N. VEKATA RATNAM in the Chair]

Besides, it is seen on many occasions and it has been brought to your notice through the Press and Parliament that many people want to make the units sick intentionally. The intention of such an entrepreneur is to set up an industry and earn some profit and to declare it sick after diverting its capital to some other industry. They declare the industry sick sometime in the name of retrenchment of labour and sometime due to other reasons. I would request the hon. Finance Minister that he must provide help. Merely setting up a Board will not serve the purpose. Will the Board have any machinery to analyse the reasons of the sickness of the industry. I would urge that the people who are associated with trade unions and labour may be given representation on the Board. Peoples' representatives should also be included. Besides, the entrepreneurs found guilty of making the industry sick must be punished. Unless you punish them, you will not be able to improve the existing situation to the desired extent. At present, Government investment runs into crores of rupees and more than one lakh large scale and medium scale industries are sick. In many industries sickness has become a tendency. So, management of these industries needs to be controlled. Merely providing funds or taking some other measures will not serve the purpose. I would like to urge the hon. Minister that besides making a very good provision through this Bill for providing funds, a provision should also be made for having strict control over it.

SHRIMATI PATEL RAMABEN RAMJIBHAI MAVANI (Rajkot) : Mr. Chairman, Sir, there are sick industries all over the country. There are a large number of sick industries in Gujarat also. First of all I would like to congratulate the hon.

Finance Minister for nationalising the closed mills.

In addition, I would like to state in detail what is happening in Rajkot District. In this connection I had apprised the hon. Finance Minister about it earlier also. The hon. Minister has taken the right step to exempt the spare parts of diesel engines in Rajkot District. But it is a matter of regret that the procedure under Chapter X is very complicated due to which rural illiterate artisans are not able to understand it. On account of this lengthy procedure, they have stopped applying for the exemption. I feel that feelings of the poor farmers have been hurt thereby.

THE MINISTER OF FINANCE (SHRI VISHWANATH PRATAP SINGH) : Notification has been issued just now, how can any assessment be made ?

SHRIMATI PATEL RAMABEN RAMJIBHAI MAVANI : You want to provide jobs to poor people in Gujarat facing famine condition. Fresh relief measures have been undertaken. But it will render 40 to 50 thousand persons jobless in our district. The hon. Minister should consider seriously in this regard. In our district itself three thousand units are likely to be closed down. I urge the hon. Minister to simplify the lengthy procedure for getting exemption so as to obviate the difficulties faced by the poor and illiterate artisans. I request that necessary action may be taken in this regard to provide relief to poor persons.

Sir, I thank you for allowing me to speak.

[English]

SHRI NARAYAN CHOUBEY (Midnapore) : Sir, I beg to protect against a few remarks made by the oldest member of this House, Prof. Ranga. He has questioned the patriotism of workers. He has also questioned their loyalty. I protest and I tell through you, that workers are patriotic and they are also loyal to the industry.

SHRI T. BASHEER : He did not say that the workers are not patriotic.

SHRI NARAYAN CHOUBEY : The workers are patriotic. They are loyal too. The figures of the Report of the RBI show that 65.5 per cent of the sickness is due to mismanagement. Actually, upto June 1984, 83,597 factories are closed in which Rs. 3274 crores are blocked. Of these, 513 are big units and those 513 units are blocking an amount of Rs. 2113 crores.

It is a good thing that he has brought this Bill. But again, as has been told by some of the friends, small industries and ancillary industries should also be included. This is my first humble prayer. It is also a good thing that in Clause 2 there is a mention about the Directive Principles. It should be enlarged a little more so that you always remember that there is one thing in our Constitution called 'Directive Principles' which are not normally followed by us. It should not be just a small para and I think that it should be elaborated.

In Clause-IV, you said that a Board will be made consisting of 14 members. In this Board, our submission is that at least 14 or 10 whatever may be the case, the trade union nominees should be included. Because you know very well that among the people who are suffering from sickness, it is the workers who are suffering most. So every wearer knows where does the shoe pinches. Naturally I suggest that they should be in the Board.

Another thing you have in the Bill is that you have brought 2 or 3 or 4 people or whatever you can adjust. The people who represent the working people they should be included in the Board also because they know the problems. Here you have included many persons of whom some are experts, that is good. I don't object. But as far as the working classes are concerned, they are the worst sufferers and in the course of reporting you have said that the onus lies on the company which is going to fall sick now. I do not object it. But you know from the very beginning, the people who have first of all beginning to understand that the company is going to fall sick from the point of view of irregular payment of wages, stoppage of wages, stoppage of payment to Provident Fund, Sales Tax, Excise Duties, etc., etc. and stoppage of payment to the

creditors, naturally I would like that these people who should have the right to inform the proper quarters that this company or they understand it much earlier than the procedure now available. Your procedure will take at least 20 months because no company has audited accounts within two months. It takes at least six months. 12 plus 6 is equal to 18 or some other paraphernalia should be applied here. But the worker working in the factory in Bihar or Orissa or Bengal who is not getting salary or the creditor who has given money and that money has not been paid back to him, they understand that the company is going to fall sick so that you can take remedial measures much earlier.

Another suggestion is that every company should have its own statutory auditors because when they go for making audit, they can come to know about the financial conditions. So you must make it obligatory on the statutory auditors who make the report whenever they find that the company is going in a bad way or going to do something which is not healthy, these statutory auditors should be made to include this in the report. It is therefore necessary to include these statutory auditors within the framework of 'reporting sickness as envisaged in this Bill. These are our suggestions.

The last point which I beg to submit is that you should bring in deterrent punishment in this Bill itself because you know pretty well, that it has become an industry itself. To make the industry sick, there is no punishment for them. Naturally, if you do not arrange for the deterrent punishment, these people whatever you may do, whether you sit here or not, there are persons who will take you to the Courts so long as this Article 226 and this thing and that thing are there. So you have to face this. When are you going to take such a step? Otherwise it is impossible to control these gentlemen.

With these things, I beg to say that your intention is quite good. But the provisions of this Bill do not give expression to all those opinions. So have thinking today perhaps you cannot finish this Bill. You can bring some Amendments tomorrow

so that these things which re-told are included in the Bill.

[Translation]

(SHRI MOOL CHAND DAGA (Pali) : Mr. Chairman, Sir,

[English]

"A stitch in time saves nine".

[Translation]

You have brought the Bill at a time when the matter has gone out of hand. Now the situation can be remedied only to some extent.

SHRI RAM PYARE PANIKA (Robertsganj) : Even then it is all right.

SHRI MOOL CHAND DAGA : Even then it is all right. It is U.P., so it is a good thing. To put the matter straight, the policy regarding sick units was evolved in 1981.

[English]

It is said here :

"Government policy on industrial Sickness was announced in Parliament in May 1978."

I was again emphasized in 1981. It is also stated here :

"Financial institutions have been instructed to strengthen the monitoring system, so that it is possible to take timely corrective action....."

[Translation]

Sir, you must have seen the Bill in which it is written that no industry can be touched before the period of seven years. I think a project is prepared for five years. The hon. Minister is saying that if any industry has sustained loss for two consecutive years equivalent to half of its capital action can be taken on it. Who will be responsible for it? When some financial institution or Bank has advanced them loan, it becomes their duty to go through

the report of that industry to see whether that company will be viable or not. The Industries Department, Banking institutions and Financial Institutions are involved in it ; but you have not done it. You have granted them 7 years' period. I shall urge that this period be reduced because in the 7 years' period, the whole capital of the industry will be wiped out. You should evolve an arrangement to carry out their monitoring every year. Besides, it is also written.

[English]

"Financial institutions have been instructed to strengthen the monitoring system, so that it is possible to take timely corrective action."

[Translation]

The first step you have taken to take the corrective measure is that you have given them 7 years' time —

[English]

"Stitch in time saves nine."

[Translation]

It seems that this provision has been included to know whether the company has done something wrong. But you should know that the money of the Government, of the public and of the nationalised banks is invested in it. You should, therefore, put a stop to any wrong activity. They should not be given 7 years' time.

SHRI VISHWANATH PRATAP SINGH

The reason behind giving 7 years' time is that whenever any company or factory starts functioning, it always sustains loss in the initial years. In this way it will be declared sick in the beginning itself. Due to this provision, it will not be declared sick from the very beginning.

SHRI MOOL CHAND DAGA : I agree with you but one thing needs attention here that the policy laid down is not very clear. The Industries Minister, Shri N.D. Tiwari and the Planning Minister should have been present here because various statements made by you differ from each other. First, I would like to draw your attention towards the statement of Tiwariji. He says :

[Shri Mool Chand Daga]

[English]

"The increasing spate of "sickness" in the small scale industrial sector is indeed a matter for serious concern."

[Translation]

He further says :

[English]

"There are now said to be one lakh sick units (out of 13 lakh registered units), involving total bank credit of Rs. 1,000 crores, as against 15,000 units, involving credit of Rs. 250 crores seven years ago."

[Translation]

He has given the number of sick units and the amount blocked therein. On the other hand he has stated that they suffer loss to the tune of Rs. 4 crores every year and has given the quantum of production which can take place in it. And now the Secretary of the Industries Department says that no industry will be taken over. Shri Harbansji, Secretary, Bureau of Public Enterprises has said :

[English]

"Mr. Singh, who was commenting on reports in the Press about move to close some of the heavily losing concerns, said that we do not consider any company which is not irretrievable. The Bureau is managing 37 companies, including giants....."

He also said :

"These companies had made a net loss of Rs. 43 crores during the year 1984-85".

[Translation]

that is, they are regularly incurring loss.

What action do you propose to take in regard to those public undertakings which are regularly sustaining loss. Your secretary says that they have no intention to close them. The Industry Minister and other Ministers say that they do not want

to take them over. Government have left out small scale industries and now they want to leave out public sector industries, then what have you thought about sick industries. Who is responsible for those undertakings which are running at a loss for years and have squandered public Money and in which Rs. 4 thousand crores are locked ; you are touching one aspect but leaving out the other. The officials of the financial institutions who get the loans sanctioned in league with the bank officials should be held responsible for it.

Mr. Chairman, Sir, why do you not want to touch the officials who did not see the project reports and whose dereliction resulted in this recurring loss. They have squandered the money of the nationalised banks. Who will be accountable for it ? You are accountable for that. You should monitor them. This Bill has only provided them an unduly long period. Kindly go through the Bill. When will this Bill come into force ? I know our Finance Minister is a very capable person and is prompt in his work. In the first place, the Bill will come into force and then rules and regulations will be framed. In the Bill, "As prescribed" is mentioned at several places. For example, in case of appointment, it is written "as prescribed"; this does not serve the purpose. At present, the problem needs urgent solution but after the Act comes into force, it will take 5 to 6 months in framing the rules. In this way the problem will not be solved immediately. Perhaps, if Shri Vishwanath Pratap Singh shows promptness, the rules might be framed in a month. But in the Bill you have provided 60 days' time for conducting the inquiry after the report has been made. But, thereafter, you have not fixed any time for the appellate court. So you have given much time in it.

Sir, at present the position is that eminent lawyers do not want to become High Court Judges. In that case where from the High Court Judges will be available for the Tribunals proposed in the Bill. Will you pay them sufficient remuneration, if not, these people will resort to unfair practice to earn money. These days the Chairman of a Financial Institution amasses more wealth than the

owner of the industry. The member of a Financial Institution becomes richer than us. It is provided in the Bill that High Court Judges and experts will be appointed members of the Tribunal. But who will join the tribunal? What remuneration will you pay? Will you pay Rs. 5,000 per month? The total budget amounts to Rs. 25 lakhs and the number of Members has been fixed from 2 to 14. As such, many persons may not be available to become members. Honest, dedicated and conscientious people will not join the proposed Board. The Chairman of a financial institutions is allotted bungalow with a rent of Rs. 900; is paid Rs. 3,000 as car allowance and has as many as 4 servants. This is how they are paid.

But it is futile to join your tribunal. You do not offer even tea. It is no use going to such a Minister. The Finance Minister does not know how the things are going on. You are saying—

[English]

—We will appoint High Court Judges. Who will come to your services?

[Translation]

You have indicated that so much amount will be paid. But this amount is not sufficient to attract honest people. In this way neither the Board will be able to function nor any Authority will be set up. This is the shortcoming in the Bill. You just decide how, you will implement the policy? This period of 60 days is on the high side. What do you expect of the industry? Will they hand over the entire material to the High Court with the request that it may be entrusted to the liquidator for auction. How long will it take? Are you not aware of the proceedings of liquidation?

This scheme for the sick industries was evolved in 1971 but it remained on paper only. You tell who has been punished or how many persons will be punished? In this way you are formulating this scheme for one party only. By what time the decision about a mill which has gone sick will be taken and by what time it will be rehabilitated? It is a very long procedure.

If you appoint a liquidator, he will take one and a half year. What procedure is this? He will take his share. You may reconsider this procedure. Just tell me one thing. Why should industrialists be punished where the Government is at fault?

SHRI VISHWANATH PRATAP SINGH : I may submit that its function is not liquidation. We want to rehabilitate them.

SHRI MOOL CHAND DAGA : It is very kind of you to say this. I want that you may rehabilitate them. If you want to reform the thieves, as Shri Jai Prakash Narain wanted to do, do it. Thanks for that. Jai Prakash Babu appealed to the dacoits to surrender and give up that profession. If you ask a dacoit to stop looting, will he do so?

This is a strange principle to appeal to the dacoits to reform themselves. Will they be reformed in this way? New ideas are being heard. I am happy to hear these things!

You have said that where rehabilitation is not possible, liquidation will be applied for and documents would be submitted to the High Court. Will they appoint liquidator to auction the property? What will happen to the secured capital after the auction? Keeping in view the aims and objects in formulating this procedure, I am submitting three things. Public Sector which is continuously incurring losses should be abolished, as there is no other remedy for it. Crores of rupees have been lost and still they are incurring losses. These should be closed. But the Secretary of the B.P.E., Shri Harbans Singh makes a statement that they do not propose to close such concerns. Shri Tiwari also is saying that the sick industries will not be closed. What will you do? Is there any remedy? So much money is blocked. First of all there should be coordination between the Industries Minister and the Minister of Public Undertakings and thereafter a policy decision shall be taken about the remedial steps in respect of all the sick industries. If you treat one part of the

Shri Mool Chand Daga

body, that is not going to make any difference because the disease has spread to the whole body. The disease has spread in public undertakings, in small scale industries and you are reforming the companies only. I think that the hon. Minister considers himself the Minister of Banks only and feels that it is his money which is sinking, so he must retrieve his money. I feel that is the reason for introduction of this Bill because he is in charge of the nationalised banks. He thought that his money is sinking and he should first retrieve it and.....

SHRI VISHWANATH PRATAP SINGH : Just now you said that I have nothing to do with the worldly affairs.

SHRI MOOL CHAND DAGA : So, I have been caught on the wrong foot. But I would like to reveal why you have adopted this method? You should ask the incharge of the bank to scrutinise the Project Report in the beginning. You are spending money on the employment schemes through banks and financial institutions. How many industries have been set up with those funds. You should monitor this constantly and evaluate it. Evaluation should be done.

Another evil in the name of technology is emerging. Even when our industrialists assert that a particular item can be manufactured here and its technology is available here, new technology is being imported and licences are being issued for that. Consequently the Indian industries which are producing good quality items are unable to do so and people are having collaboration with foreign companies resulting in loss to our industries. Who is responsible for this? Who will decide that import is being resorted to due to non-availability of the technology? Where ever you are doing this deliberately.....
(Interruptions). It is the question of sickness of the industries. Let us put an end to this sickness. If you go on ringing the bell, the sickness is not doing to end, it will persist.

SHRI VISHWANATH PRATAP SINGH : Shri Daga has a chronic disease of speaking. Mr. Chairman, kindly understand his position.

SHRI MOOL CHAND DAGA : Lo, he has hit me! I am saying a good thing. Import of technology is not answer.

We are also observing that the Industries Department in the name of indigenisation is giving more powers than even MRTPC. What have you done in this Bill? Ancillary industries should be excluded from the Bill. The ancillary industries which are progressing should not be touched. Otherwise its result will not be good. The big officers enjoy their evenings in clubs and this is how they issue the licences. The result is that the industries go sick. The Board should look into such matters also. If someone proves that an officer has issued a licence in violation of rules which has resulted in loss to the industry, the matter should be investigated. Lot of bungling is going on in the name of technology. You have enlarged MRTPC powers. You are giving them a lot of powers, that is why this bungling is there (Interruptions). I will tell you.

[English]

Indeed, a climate of opinion was built up in this country that import in second hand machinery with the manufacturers in other countries who have thrown it out, was the best means of utilisation and modernisation.

[Translations]

This is what is happening (Interruptions). Similarly, you will see that N.T.C. has incurred a loss to the tune of Rs. 359 crores. The reason is that somewhere it is overstaffing and somewhere some thing else. Therefore, you may kindly consult the experts. That is why I have said that this Bill may be referred to the Select Committee for a month and opinion elicited there. I want that it should be referred to the Select Committee. As Shri Das Munsi has also said, it is possible that you may also like to explain certain things. The Committee will consider those things also. An open discussion can be held there and the measures to plug the loopholes, responsible for making the industries sick, can be discussed. If the officers of the Industries Department are at

fault, suitable action against them can also be contemplated. With these words, I conclude.

[English]

SHRI A. CHARLES (Trivandrum) : Mr. Chairman, Sir, I stand to support the Sick Industrial Companies (Special provisions) Bill, 1985. I congratulate the hon. Minister for bringing such a comprehensive legislation fulfilling one of the great promises made by him in his Budget Speech. Though considerable progress has been made by this country in the growth of industry since Independence, today sickness in industry has posed a very serious threat to its future growth. Though many reasons can be attributed to the sickness in industry, bad management is no doubt the root cause of sickness in most cases. The proposed legislation which is aimed at the timely detection of sickness and taking necessary urgent steps to revive and rehabilitate the potentially viable sick industrial companies before it does not go out of the stage of redemption, is certainly commendable and, I am sure, it will be widely accepted all over the country by all right-minded people. However, while supporting this Bill, I would like to point out a few aspects which, in my opinion, have to be considered seriously before the Bill is finally passed by this august House, Section 3(b) defines the 'company'.

I am sorry it does not include the Government-owned companies. So also, the small-scale industrial undertakings are also not included in this Bill. Sir, I come from Kerala. There is no industry worth the name there. Whatever industry is there is either Government company or small company and every industry in Kerala is sick. I might cite the example of one or two, for the information of the hon. Minister and this House. I come from Trivandrum, the capital of Kerala. There are only very few small industries and almost all of them are closed or are sinking. One industry is the T.K. Chemicals which is engaged in the manufacture of electrolite manganese dioxide which is a rare industry. It is needed for the manufacture of dry battery cells. If properly conducted, it

would have been a thriving industry in Kerala. But, unfortunately, though it was at growing stage, the management took several lakhs of rupees and without using that amount for the industry, the amount was misappropriated and there have been reports that even provident fund collections of workers were not remitted to the provident fund account and they are also misappropriated again some of the workers took private loans from the bank on the guarantee shown by the company and the company carefully collected their monthly amounts and they were not remitted to the bank and they were also misappropriated by the management and finally everything crashed down and the company was closed. There was no labour strike. There was no non-cooperation from the labourers. Everything was mismanaged deliberately and the management has misappropriated most of the amount they have taken from public institutions. For the last one year, I have knocked at every door. I made a Statement under Rule 377 in the House. Finally, I appealed to the Prime Minister to interfere in the matter and I am told over telephone from Trivandrum today that a meeting has been arranged. This is what has been achieved in spite of the fact that I have been following up this matter for the last one year. Sir, you may know the Keltron, a Government-owned company engaged in the manufacture of TV, calculators and so many other electronic items. Nobody knows what is happening there. Today the Board of Directors will take a decision to appoint somebody. They will create a post having all the qualifications of that particular man and there are several thousands of workers and technicians in that company and in their subsidiaries and it is reliably learnt that industry is facing a crisis.

This Bill is unhelpful to cover industries like the one mentioned above. I am in full agreement with the provisions of this Bill. I appreciate the sentiments with which it has been brought. But, however, I plead that there should be some other machinery if it is not possible to include some section to take care of these companies also. There should be another legislation bringing down the Government-owned companies and small industries and also companies in the cooperative sectors. In Kerala, in 70s, a

[Shri A. Charles]

mini industrial estate policy was brought forward and about 1,000 units all over the State were stated and it is very unfortunate almost all have been closed down because of bad management. Public funds from the banks and from other financial institutions have been given to these units. They were all mismanaged by the Board Members. I would humbly request that some provision or some other legislation should be brought forward to cover those companies also. Section 15(1) relates to the constitution of the Board. 60 days' time is given to the Board for the finalisation of audited accounts and for reporting the matter but no time limit is given for the audit of the accounts.

MR. CHAIRMAN : You will continue your speech tomorrow.

16.00 hrs.

DISCUSSION RE : CRASH IN PRICES OF AGRICULTURAL COMMODITIES

[English]

MR. CHAIRMAN : The House will now take up discussion under Rule 193 regarding crash in prices of agricultural commodities like cotton, paddy, sugarcane, jute, coconut etc. I request Shri V. Sobhanadreeswara to initiate the discussion.

SHRI V. SOBHANADREESWARA RAO (Vijayawada) : Mr. Chairman, Sir. I thank you very much for giving me an opportunity to bring to the notice of this House the crash in prices of several agricultural commodities because of which the farmers are facing severe crisis. Sir, the cotton growers in several parts of the country are facing serious crisis. The crisis is ruling at lower level than the minimum support prices and in the meanwhile the traders and the middlemen are exploiting the cotton growers and unfortunately the cotton corporation of India has not woken up from its Rip Van Winkle sleep in several parts of this country.

Cotton has come to the Market ; but CCI has not entered it at several places. In fact, in Andhra Pradesh in Warangal,

Hyderabad districts, the cotton growers are experiencing a serious crisis. Of course, my Hon. colleague yesterday brought to the notice of the Hon. Minister through a Calling Attention Motion and I need not go in detail into these aspects. I wonder at the reply of the Hon. Minister that a CCI team will now visit Andhra Pradesh and find out how much quantity of cotton is to be purchased, at what rate. He said that a team will go now ; Sir, it is most unfortunate. The Cotton Corporation of India is there. It has got all necessary expertise or the administrative apparatus, market mechanism and everything at their control and in fact, it is the duty of the Cotton Corporation of India. Without any further instructions from the Government they should be watching the market. They should know what are the rates prevailing in the market and in fact, even before the prices crash below the minimum support level, the presence of Cotton Corporation of India should be there in the market to see that those rates should prevail which are higher than the minimum support prices. The Cotton Corporation of India should act as a catalyst; but I am sorry to state that it is going in the other way.

Sir, actually the cotton growers are not aware of how much the Government of India is giving to them in this year for different grades. Unfortunately sufficient publicity is not given in this regard to enable the farmers to know what is the minimum support price for the variety of cotton which he has grown. He does not know at what price he should sell. The Cotton Corporation of India should give him confidence. In case he is not able to sell it at a profit, the Cotton Corporation of India should come forward and purchase at the minimum support price. Unfortunately that situation does not exist today.

And I will request the Government at least to take immediate steps in this regard to enable the farmers to know the prices of cotton for this year. The prices of cotton are much below the minimum support price and at least now, without any further loss of time, the Cotton Corporation of India should purchase the Cotton from the growers.

16.06 hrs.

SHRI SHARAD DIGHE *in the Chair.*]

Last time the Cotton Corporation of India purchased cotton from the growers at very unremunerative prices. They were not commensurate with the price of cloth. I would like to bring to your notice that in 1980 mill made dhoties cost Rs. 28 per pair whereas to-day they are costing Rs. 42. Similarly, a mill made sari was selling at Rs. 37 whereas now they are selling at Rs. 57.59 in the retail market. But the cotton grower does not get the benefit of this increase and it is he who is losing and suffering.

This year the Government has decided to import one lakh bales of cotton much against the suggestions and opinions expressed by the cotton-growers and their Co-operative Federations in several parts of the country. The Government say that they are taking only some precautions so that it will not adversely affect the market. You have promised that a special team consisting of the Secretaries of the Finance, Department of Textiles and the Department of Agriculture, they three, will decide when this cotton should be released. But, unfortunately, our information is that already this 1 lakh bales of short and medium staple cotton imported has been released to the mills thereby artificially dampening, reducing and arresting to prices of cotton which is contrary to the interests of the cotton-growers. So we request that the Government should not allow such things to happen.

The Cotton Advisory Board has estimated that this year we will have a surplus of 4.72 lakhs of bales of long and extra long staple cotton and till now in spite of several demands and suggestions from Maharashtra State Cotton Co-operative Federation and the Gujarat State Cotton Co-operative Federation and also the Andhra Pradesh Government, the export quota has not been announced till now. We do not know why the Government is not announcing the export quota. If the export quota is released, it will have an

atmosphere in the market and in turn, the prices of cotton will be increased and the farmer will get the real benefit. In this connection, last year the Government has given nearly 70,000 bales of cotton export opportunity to our Andhra Pradesh MARKFED. This year we request the Government to give a quota for 1 lakh bales of cotton for export to the Andhra Pradesh MARKFED.

Regarding jute, the jute-growers are the worst sufferers this year. Unfortunately, as one of my colleagues was telling, this Deepavali was not a happy Deepavali to lakhs of jute-growers of West Bengal, Bihar and UP. Last year the prices were ranging between Rs. 500 and Rs. 600. This year buyers did not give more than Rs. 100 though the minimum support price was Rs. 215. We demand through you to know what the Jute Corporation is doing all this time. It is not its responsibility to come to the rescue of the jute farmer? Otherwise for what purpose and for what objective is this Jute Corporation establish?

So, we are sorry to say that the Jute Corporation of India could not rise to the occasion and come to the rescue of the farmers. It is very strange that whereas the prices of jute gunny bags have increased by more than 150 per cent the jute price to the farmers has not increased even by 60 per cent during the last five years. This type of exploitation should be immediately arrested and the Government should come to the rescue of the jute growers.

As regards paddy the minimum support price fixed is Rs. 142/-. Paddy has already come in the market. We have been to Punjab on some occasion and on way back we were told by the farmers that they had to stay back at the market yard for a number of days to release their paddy. Of course, the FCI and other State agencies are purchasing but there also to some extent exploitation has taken place. In Andhra Pradesh in the last few days paddy has arrived in the market from East and West Godavari districts but while the minimum support price for common variety is fixed at Rs. 106.50 it is being purchased at Rs. 100 to 103 per bag of 75 kg. We request the Government to order the FCI to enter the market. The very presence of

[Shri Sharad Dighe]

FCI will create a mental pressure on the private trade and rice millers that if they do not purchase for a higher price the FCI is there to purchase the stocks. So, we request the Government to instruct the FCI to purchase paddy in Andhra Pradesh.

Last year the Prime Minister was kind enough to announce a bonus of Rs. 5 to wheat growers of Punjab. Of course, the elections were yet to be held and the government was very kind and sympathetic to the farmers of Punjab. We demand from the Government that they should do justice to paddy farmers also. They are also the farmers of this country. We request such a bonus to be passed on to the paddy farmers also.

Sir, now Government has decided to export wheat to other countries saying that there is huge buffer stock of 34 million tonnes of foodgrains. Just like wheat there is huge stock of rice and our country can benefit by exporting rice to other countries. At present only 'basmati' type of rice is being permitted for export. Fine and super-fine rice produced in this country in different States can fetch very good price in other countries and can indirectly help the paddy producers of this country to get better prices.

Sir, I am sorry to say that the prices recommended by Agricultural Costs and Prices Commission are not at all remunerative. In the case of paddy several State governments with full responsibility and information at their command had suggested better price to be given to paddy but unfortunately the Government was kind enough to fix the price at Rs. 142 only. This is a failure on the part of the ACPC. For three years, namely, 1980-81, 1981-82 and 1982-83 the minimum statutory cane price was fixed at Rs. 13 per quintal.

Does it mean that in this three-year period the cost of inputs like fertiliser, labour, pesticides, oil, etc. has not gone up? The prices of these inputs have definitely gone up. But unfortunately, the Government did not think it fit to increase the statutory minimum price for this commodity.

In the case of sugar-cane, it is helping many sections. The Government of India gets Rs. 400 crores as excise duty on sugar. The State Governments are getting as much as Rs. 300 to Rs. 400 crores by way of State excise duty and the people connected with the pharmaceuticals get alcohol at throw-away price. Even the waste bagasse which is thrown out after extracting the juice is sold at much higher price. From the statistical book I started the prices of some commodities and I have found that for fire-wood, the cost was Rs. 23.24 per 100 kg. in 1980 and in 1985 it is Rs. 46.69 per 100 kg. The goose that was laying golden eggs was doing to die. But now that the Government's decision is to give Rs. 16.5 per quintal for the sugarcane, a little life is given to that goose. I should congratulate the Government for the decision for Rs. 16.5 per quintal and Rs. 8.5 for recovery rate per quintal which is quite welcome. Sir, I would add that the increase in levy sugar price by 40 paise per kile to covered the entire increase in the cost of sugarcane was good enough to give benefit to the mills by way of increasing the free sale quota to them, that is, from 65.35 to 55.45 thereby increasing 10% additional sugar which can be sold in the free market. You are giving them an opportunity to make another Rs. 200 crores in this year. I suggest that this benefit should be passed on to the growers by way of increasing the statutory minimum support price for sugarcane from Rs. 16.5 to Rs. 18 per quintal.

Sir, similarly, in the case of tobacco, in Karnataka already auctions have started and the farmers are able to get only Rs. 16 to Rs. 17 per Kg on an average while they could get a price of Rs. 21 per Kg. last year. The traders are trying to exploit the tobacco growers. So, the Tobacco Board should come forward and purchase the commodity from the growers. The private traders are exploiting the growers in collusion with the importing countries. Why not our Government which is having so many agencies like FCI, JCI, CCI, etc. talk to the importing countries, purchase the tobacco within the country and sell it to the importing countries so that a part of profits can be passed on to the tobacco growers? I would therefore request the Government to keep all these

point in mind so that the interests of the growers are safeguard.

THE MINISTER OF AGRICULTURE (SHRI BUTA SINGH) : At least for auction system, you must thank the Government.

SHRI V. SOBHANADREESWARA RAO : Certainly, we support and congratulate the Government for the introduction of auction system. Otherwise there is no guarantee that the farmer will get his due for his commodity.

Sir, ultimately, the permanent solution lies in setting up infrastructural facilities like godowns at the marketing yards. In the absence of godowns, the farmer is compelled to sell his commodity at a distress price because he has to cater to his other requirements. If the godowns are available he can keep his produce in the godowns and take some part of his commodity as advance and sell it when the price is attractive.

In this respect also, we congratulate the Government for taking up the rural development programme. We are aware of it, but we suggest that the Government should invest much more money on that account and see that the godowns are constructed at all the required places.

With these few words, I conclude and thank you for the time given to me.

SHRIMATI BASAVA RAJESWARI (Bellary) : Mr. Chairman, Sir, I am extremely happy to participate in the discussion regarding distress prices in various commodities like cotton, paddy, jute etc.

We are aware that the entire economy of the country depends upon the agricultural sector of the country which forms eighty per cent of the country's population. The agricultural sector meets the requirements of food and clothing of the entire country and therefore plays a vital rule in the country. The very survival of the agricultural sector means the survival of the nation and if anything goes wrong with this sector, the entire base of the

country's economy is likely to collapse.

Keeping this in mind, I would like to say a few words, how the prices had collapsed during this year. I come from Tungabhadra river area ; its water flows both in Karnataka and Andhra Pradesh. It covers four districts, namely Raichur, Bellary, Anantpur and Kurnool. Most of the area has been localised for dry-cum-wet crops. Very little area has been localised for wet cultivation. Moreover, it is a protective dam and not a productive dam. Very often, famine used to occur in those areas. The whole object of building this dam was to protect the existing crops. With that in view, the farmers had taken up cotton cultivation in this year.

But since last year, the farmers are in distress, because the cotton price has fallen very much lower than the support price. For the last two years, the farmers were getting good results. They had intensified their production by using various methods, by using high technology, by using costly pesticides and putting sufficient fertilisers. This was because they were getting good results and they were getting remunerative prices. This also led to increased area under irrigated cotton.

As you are well aware, we never knew of the Egyptian cotton grown in our country. As a child, I used to hear that Egyptian cotton was the most superior cotton in the world and people were crazy about it. But now we are proud that we are growing such cotton in our area ; it is called Varalakshmi of DCH-4 with long and extra long staple cotton. Thanks to our scientists we have developed this breed. We are proud that we are producing the same variety as the foreign agriculturists had been doing.

Now, what is the fate of the farmer who is growing cotton ? Prices have very much fallen in the market. There is no one to purchase the cotton. The entire produce is lying with the farmer. Most of the middle farmers, who are very poor, they do not have sufficient space to stock the cotton which they could not sell in the

[Shrimati Basava Rajeswari]

market. They are cooking outside their houses and stocking the cotton inside. This is the sorry state of affairs as regards farmers who have grown cotton last year. CCI has purchased some quantity, but they have not entered the market fully. The reason was given that the cotton that has been grown in this area is of slightly less than 80 per cent countage. I do not know the reason. I can find out why the countage is a little bit less. It may be due to various reasons like wrong usage of fertilizers or continuously growing in the same field and so on, and excessive use of pesticides and using adulterated seed.

THE MINISTER OF AGRICULTURE (SHRI BUTA SINGH): May be, the seed is not replaced.

SHRIMATI BASAVA RAJESWARI: It may be due to some adulterated seed also. Due to all these reasons the countage might have deteriorated. The farmer, who is ignorant of these things, is suffering very much. If the CCI insists upon this countage, who is there to purchase the left over stocks of these farmers? They are very much annoyed. I would request the Government to come forward immediately and enter the market and purchase the entire cotton which has been left over. New arrivals have already started coming into the market.

This area mostly consists of black cotton soil. We call it black cotton soil because except cotton, no other crop can be grown in this area. Still, wherever there are sugar factories, we are taking up sugarcane and wherever oilseeds can be grown, these are also grown. Still, there are many areas which are exclusively meant for cotton only.

In addition to the remunerative prices, I would like to suggest one more thing on this occasion. This cotton crop is highly labour oriented. Lakhs of people are depending on this crop at the time of harvest when they come for picking the cotton. It involves a huge employment potential. Keeping this also in mind, Government should think as to how to

protect the farmers who have taken up this cotton cultivation.

I would like to put a few suggestions before this august House. Firstly, whatever may be the left over stock, the CCI must immediately enter the market and purchase it. As far as the new arrivals are concerned, they should make arrangements throughout the State to purchase the cotton. Once the CCI enters the market, I think even the business people also respond. In this way, it will help the farmers by giving a very good remunerative prices. Secondly, huge exports should be allowed by the Government. Already, some cooperative institutions have applied to export 10,000 bales of long staple and extra length staple cotton. But permission has not been given so far. I have been told that Gadag Karnataka Cooperative Export Society has applied for permission to export 10000 bales of long staple and extra-length staple. They have not got the permission till now. Therefore, Government should come forward immediately to encourage such societies who are going to export cotton. There are a number of spinning mills in our State as also elsewhere. These spinning mills are generally named as cotton growers' mills.

The name itself shows that they are directly involved with the farmers. They directly purchase the cotton from the producers and spin it. Because of the new Textile Policy, the thread which they have spinned is not being stored and the huge stocks are still held up with the spinning mills. Therefore, the entire Textile Policy has to be revised in this context. At the time of my participation in the Textile Policy, I did say that it is going to affect the cotton growers. But anyhow yesterday, hon. Minister was pleased to say it is too early to come to some understanding or to some decision. Anyhow most of the Members who spoke yesterday and today, they are all of the same opinion that the Textile Policy should be revised immediately so as to come to the rescue of the cotton growers. And fourthly, regarding sugarcane also, very recently the Government has announced a little bit revision of prices, but since we are facing a lot of shortage of

sugar, as per our previous figures, to encourage the farmers, it is better that we should remunerative prices to them.

Already paddy prices also have gone below the support price. If you insist the State Government, I do not think that any State Government will provide sufficient fund because they may not have sufficient arrangement to procure the commodities in the open market. Yesterday, our Finance Minister who was kind enough to announce various measures for distributing the foodgrains to the weaker sections at the subsidised rates. I do hope if this scheme is continued, we would be requiring huge stock of foodgrains. I would urge upon the Government to collect huge stocks it is rice, jowar, paddy or wheat or whatever may be the case and try to see that the poorer sections of the society are benefited with our stand.

With these words, I thank the Chairman for having given me an opportunity to speak on this occasion.

SHRI MULLAPPALLY RAMACHANDRAN (Cannanore): I am rising for the second time, this year to present before this august House the plight of the coconut growers of Kerala. Although, I know that the subject under discussion is the fall in price of agriculture produce. I cannot but confine myself to the subject of coconut and coconut products since my State-Kerala is socially and economically dependent upon it.

More than 3 million families in Kerala earn their livelihood out of coconuts. But unfortunately, tragedy after tragedy seems to be fall them as the dreaded root wilt disease is now seem to be followed by an unprecedented crash in price caused chiefly by the machinations of big business Houses of Bombay.

Anyone visiting Kerala can see that a good percentage of the cultivated land is covered by coconut plantations. One might say that this is true of other States along the West Coast-like Karnataka, Maharashtra and the Union Territory of Goan. But in no other State is the economy so dependent upon coconuts as in Kerala.

No doubt that several factors may be responsible for the fall in price of coconuts but I am strongly of the opinion that the crash in price was caused by none other than the big business Houses like Tatas and Hindustan Levers who are the main coconut oil. These business concerns are able to manipulate the demand for coconut oil which in turn results in fluctuating prices. It is sad to note that these concerns even manage to import coconut oil and other synthetic oils which affects not only the price of domestic copra but also falls upon the economy of the country. According to the latest estimate the State of Kerala alone incurred a loss of Rs. 500 crores due to the crash in prices of coconuts.

Further it is a paradox that although coconut oil prices are falling day by day the prices of products of coconut oil such as Soaps and perfumed oils etc. are going up.

In this regard, it is my humble suggestion that import of coconut oil and other substitutes ought to be completely banned. Besides this, Government should come forward to fix a reasonable floor price for copra and coconut oil. The advice of the Coconut Board may be sought in the matter.

It is estimated that about 90% of the copra in the country is produced from Kerala. Even so, it is painful to note that the bulk of it is being transported to Bombay for milling and processing. If, therefore, provision for local milling and processing could be made by the Coconut Board or other Government agencies, and further if the marketing of copra could be done through the said Board or State Trading Corporation, then the price of coconut could be stabilized.

I stress upon the coconut cultivation in Kerala, not as a demand of the rich landlords, but as a cry of the toiling small and marginal farmers. It may be worthwhile to note that every family in Kerala has at least a few coconut tree. It is, therefore, essential that the Government should impress upon the Coconut Board or the State Government the need to extend subsidy to small coconut farmers.

[Shri Mullappally Ramachandran]

In this connection, the literally defunct Coconut Board should be asked to play a more significant role and be vested with increased powers. The Board needs to be revamped and made at par with other commodity boards like Coffee Board, Cardamom Board, Tea Board, Rubber Board etc.

What the people of Kerala need is not a temporary relief, but a long lasting solution to the problems faced by the coconut farmers. For this, Government may initially send an expert committee consisting of economists and agricultural scientists to study in depth the problems of coconut farmers in Kerala. The problem deserves utmost attention without further delay, as we cannot allow 3 million families to suffer indefinitely

Lastly, I would like to draw the kind attention of the Minister of Agriculture to the immediate need of a scientific cost analysis of different agricultural commodities, so that a remunerative price can be fixed for all agricultural products.

I sum up my suggestions once again by reiterating the need to ban import of coconut oil, to fix floor price for coconut and copra, to give a longer rope to the Coconut Board which should be made more effective to market coconuts and copra through S.T.C.; and as an immediate measure to send a study team to analyze the problems of several million people whose dreams and aspirations are interwoven with coconut cultivation.

[Translation]

*SHRIMATI BIBHA GHOSH GOSWAMI (Nabadwip): Sir, I will speak in my mother tongue, Bengali.

*Mr. Chairman, Sir, it is the bitter experience of India's farmers that when the price index of industrial products go up, the price index of agricultural products go down. In simple words we can say that the price of what the farmer buys is

high and the price of what he sells and when he sells, is low. In this twin process, 70% of the people of our country who are dependent on agriculture and who number nearly 56 crores are being exploited and grinded. By picking their pockets, a few dozens of monopolistic mill owners and traders are earning mountains of profit and the Central Government is acting as their most obedient servant in this nefarious work.

I am reminded of some old incidents in this context. In 1971-72 the Government advocated the cause of sugar mill owners in this House and decontrolled sugar in spite of stiff opposition from the opposition parties. As a result of this they helped the price of sugar to jump from Rs. 1.36 per Kg. to Rs. 4.60 per Kg. within a period of 3 months. In the period that followed, the price of sugar remained at a high level although a gentlemen's agreement was made. Steps were taken to buy sugar from the mill owners at a higher price and to export the same to foreign countries at a much cheaper price after paying crores of rupees as subsidy by the Government. The unfortunate thing is, that the sugarcane cultivators far from getting a just and remunerative price for their sugarcane, did not get even the cost of their production. They are not getting that even today. Some 20 houses of sugarmill owners continue to earn profits running into hundreds of crores of rupees by picketing the pockets of both the consuming public and the sugarcane cultivators. Of course we know that some portion of that fabulous profit has been donated to the election funds of the ruling party out of gratitude.

The same story was repeated in the case of cotton textiles also. In 1973-74, the Central Government decontrolled cotton yarn, in spite of our vehement opposition and created an opportunity for the monopoly cotton textile mill owners to double their profits. The Government turned a deaf ear to our strong protests. The price of cotton yarn went up two fold and the weavers were doomed. Then the

price of handloom cloth was increased and again an opportunity was exacted for increasing the price of mill made cloth. The handloom weavers and the purchasing public both were very hard hit. But did the cotton growers get a just and fair price? The answer is No. They did not get a just price then and they are not getting a just price now also. Because the policy of the Central Government is that the consumers will groan under the pressure of rising prices, the growers will be deprived of a fair price and a handful of monopolistic industrialists and businessmen will establish a reign of unrestrained plunder.

Now I will come to Jute. Sir, jute is the principal foreign exchange earner of our country. But the history of the last 38 years of the post independence era of our country. is the history of the tears and exploitation and deprivation of our jute cultivators. When India was partitioned, the situation was that the jute growing areas were in East Bengal (Pakistan) and the jute mills were in West Bengal. The leaders at Delhi were much perturbed about saving the foreign trade of our newly independent country. They gave a clarion call to the farmers of West Bengal and said "Farmers of West Bengal if you give us one seer of Jute, we will give you two seers of foodgrains in exchange." The farmers of West Bengal responded to this call of our country's leaders and converted lakhs of acres of paddy growing land into jute fields and helped to maintain the level of our export trade. Thus they gave proof of their patriotism. But what did they get in return? In return of their sacrifice they got only misery, poverty, loads of indebtedness, disappointment, exploitation and deprivation.

Sir, how does the Agricultural prices Commission fix the price of a commodity? On what basis is the minimum price determined? Those calculations will have to be published in public interest, I demand it. During the British rule they decided that the price of one maund of jute should be equal to the price of 3 maunds of paddy. This was decided on the basis that with the same amount of investment, labour and hardship etc. that goes in the production of one maund of

jute, 3 maunds of paddy can be produced. This comparative study was made by them. In accordance with that, the minimum support price of jute should be between Rs. 426 and Rs. 453. Even if we consider the estimate of the post-independence period viz., that one maund of jute is equal to two maunds of foodgrains, then also what should be the minimum support price of jute does not need much calculation. The poor cultivators did not get even that much price in the post independence period. In 1977-78 the Public Undertakings Committee in their 8th Report had recommended that the price of jute should be fixed at Rs. 447.64 per quintal. The Committee said that in calculating the cost of inputs of the farmer, the cost of the labour put in by the farmer and the members of his family are not taken into consideration. This is a grave injustice. This must be taken into consideration in determining the cost of production. This is not considered by the A.P.C. If the cost of labour of the farmer and members of his family is taken into the calculation, then the price cannot be fixed at Rs. 215/- per quintal under any circumstances. I demand that this House must be informed on what basis has the price of jute been fixed at Rs. 215/- per quintal. The PUC recommended Rs. 447.64 in 1977-78. Keeping in view today's price level, is the demand of the farmers for a support price of Rs. 600/- per quintal for jute not fully justified?

Over 40 lakhs of farmers' families and 21½ lakhs of jute mills workers' family are directly dependent of jute. All of them are suffering and are being exploited for protecting the interests of some 10 or 12 families of jute mill owners. Last year the jute cultivators got a just and remunerative price, because the market price went quite high. Although when the price touched Rs. 1000 or Rs. 1200, the actual cultivators did not have much stock of jute in their hands to get the full benefit of the high price. Most of the benefit of the high prices went to the blackmarketeers, hoarders, stockists, agents and the middle men etc. But at that time itself it was realised that this year the farmers will be encouraged to bring more acreage under jute cultivation because last year they got a better price for their

[Shrimati Badha Ghosh Goswami]

jute. A warning was also given that the jute mill owners, the agents middlemen etc. will all connive and conspire to see that the price of jute touched a all time low this year. That is exactly what has happened. But the irony is that the Government is also a party to this conspiracy to bring about a crash in the jute prices. As soon as the new jute season started in July, news started pouring in about distress sale of jute. In North Bengal and Bihar jute started selling at Rs. 180 or Rs. 200 per quintal. In Bihar at some places the farmers burnt their jute crop. In this House, on 28th July, in really to a calling attention motion, Shri Buta Singh gave an assurance that the Jute Corporation will enter the market immediately to buy jute and a buffer stock of jute will be created. JCI will purchase 33% of the jute crop. But actually the JCI did not enter the market before September. I want to know whether it is a fact that in July a secret circular was issued to the JCI by the Department asking them not to purchase jute before September? In fact the JCI did not enter the market to buy jute before September. On 2nd September, Shri Jagannath Misra the ex-Chief Minister of Bihar alleged in a statement.....I am quoting from the Hindustan Times dated 3.9.85, he said "Government agencies and middlemen had hatched a conspiracy to cheat farmers as the first deals had opened at Rs. 200/- a quintal, which is much less than the cost of production." This is the reason why the farmers burnt their jute. Because of this farmers of Kerala burn their coconut. For increasing the price of Jute, the farmers in the entire rural Bengal carried out agitations throughout July and August. They agitated unitedly for observing a 'Bandh' on 29th August. But their cries of anguish do not enter the deaf ears of the Central Government Sir, the district I come from, viz., Nadia district is primarily a jute growing area. On every bigha of land there, the cultivators have suffered a loss of Rs. 200 to Rs. 250. This year in my area the rural economy has been completely shattered. The farmers said with grief that they would have suffered a lesser loss had they dried their jute plants and sold them as fuel, because fuelwood sells at Rs. 80 a quintal

and all the inputs cost labour etc. involved in the washing and other intricate processes of producing jute could be saved. The Central Government is squarely and directly responsible for this plight of the farmers.

Sir, before, independence, the foreign exchange earned through jute was enjoyed by Bengal itself. After 15th August 1947, 80% of that earning was taken by the Centre. After another month one hundred per cent of that amount was taken away by the Centre. But in exchange, West Bengal did not get any special assistance from the Centre for the improvement of jute cultivation or the condition of the jute cultivators. I demand that all the jute producing States may be given adequate assistance in this regard in proportion to their production.

The potato season is about to commence. How has the NAFED been prepared to protect the interest of the growers? I want to know this because last year's experience is not happy. 60,000 quintals of potato was purchased last year through the cooperatives at the rate of only Rs. 60 a quintal. In West Bengal only 8000 quintals were purchased. What did the farmers get? The TCI purchases tobacco in Andhra only. Bihar and West Bengal also produce tobacco. The TCI should purchase tobacco in these State also.

In the end I will say that the apex institutions of Government like the JCI, CCI, TCI, FCI, NAFED etc. all have miserably failed in their objective. Far from giving remunerative price to the farmers, they have failed even in giving support price to the farmers.

In the end I make the following demands :

- (i) In determining the price of agricultural produce, the labour put in by the farmer and his family member should also be considered and the price of all agricultural commodities must be refixed on that basis. The

minimum support price of jute should be fixed at Rs. 600/- per quintal.

(ii) The price of all agricultural crops as fixed by the Government should be announced before the sowing season. The price of jute should be announced by January.

(iii) All the agencies like JCI, CCI, TCI, NAFED etc. should be directed to make purchase of agricultural products direct from the farmers at the beginning of the season itself and for this purpose purchasing centres should be set up extensively.

(iv) All the State Governments who want to give remunerative price for agricultural produce, must be advanced loans free of interest. In the interest of foreign trade, the producing States must be given special assistance in proportion to the quantum of production.

(v) There should be state trading of 14 essential commodities of daily use, which we have mentioned again and again. These should be distributed throughout the country at a uniform fair price to reduce the miseries in the daily life of the farmers.

(vi) All the sugar mills, jute mills and textile mills under monopolistic private ownership must be nationalised.

SHRI ZAINUL BASHER (Ghazipur) :
Mr. Chairman, Sir, in our country, agriculture scientists, the farmers and the Government all have done so much hard work during the last many years after independence that agricultural production has increased manifold. There are no two opinions that today the farmers are producing much more than what they had been producing earlier. In spite of the fact that what they had been producing earlier. In spite of the fact that the

country remains affected either with famine or with floods, which results in damage to crops, the agricultural production has increased considerably. But in spite of all this there is no glow on farmers faces, on the other hand there is disappointment and restlessness among them. Why? The reason is that they do not get remunerative prices for their produce.

Government's claim of record output of wheat is correct but are farmers satisfied with the price being given to them for it? Is that price remunerative and whether Food Corporation of India is in a position to purchase whatever wheat is produced in the country? FCI is not in a position to purchase the entire wheat at the support price with the result that the farmers' have to sell their wheat in the market at a price lower than the support price.

Today, the situation in the matter of purchase of paddy is chaotic. FCI is not coming forward to purchase paddy result on that large scale with the result that in Uttar Pradesh, Haryana and Punjab the farmers have been forced to sell their paddy in the open market at Rs. 130 per quintal instead of the fixed price of Rs. 142 per quintal. As some hon. Members have stated, it is possible that at certain places it may be selling at Rs. 110 per quintal. The Government have fixed the support price of the paddy at Rs. 142 per quintal which is less if we take into account the actual expenditure but FCI is not in a position to purchase it at this price also. Consequently, the price of the paddy is falling down sharply.

This year the rainfall has been good and as a result thereof there is possibility of a bumper wheat crop. If the position of the FCI remained same, we will have to discuss the situation arising as a result of decline in the prices of wheat in the next session. We hear that the prices of cotton are falling. The prices of groundnut and jute have been declining daily. Today the farmer looks very gloomy and he is facing great difficulty. There is glow on his face which would have been there if the prices had been remunerative. Who has the solution for it? It is of course not with Shri Buta Singh but the Government can

[Shri Zainul Basher]

jointly find a solution. But I am aware of the difficulties faced by Government also.

On the other hand, Government have to ensure availability of essential goods to consumers at reasonable prices. We should also not forget that a large section of country's population lives below the poverty line. On the other hand Government have to ensure remunerative price to the farmers.

Farmers should get remunerative price for their produce whether it is wheat, cotton, jute, coconut or any other item and Government will have to keep a balance between the two.

I am pained to say that Government have failed in both the fields this year. The essential goods have not become cheap. Instead they have become costly and the prices of agriculture produce have declined. On the one hand poor people of this country have to purchase articles of daily use at higher prices and on the other hand, farmers have to sell their produce at very low prices. What should be done in this regard? The solution is with the Government.

Government have set up F.C.I. to purchase the commodities at the support prices so that prices may stabilise in the market and the farmers may produce more. In this way the prices will be stabilised in the market. Government have set up the Cotton Board and the Jute Board for cotton and jute respectively, but these organisations fail to make purchases. If these organisations make the required purchases, then the farmers' produce can at least be sold at the prices fixed by Government. And there after it can be discussed whether the prices fixed are remunerative or not. I understand that most of the Members will be of the view that the prices fixed are not remunerative. But F.C.I. should at least make maximum purchase at the prices fixed. Shri Buta Singh had been Minister of F.C.I. also.

S. BUTA SINGH : I was not Minister of F.C.I.

SHRI ZAINUL BASHER : Previously, Department of Food and Agriculture was with you. Even if it was not with you, you might be aware of it.

In the matter of corruption, F.C.I. tops all the public undertakings. If you want to give any trophy in this regard, you may give it to F.C.I. Shri Buta Singh distributes a large number of cups and trophies. The price of wheat is less due to this very reason. The position of paddy is still worse.

You come from Punjab. You might be aware about Punjab. Many Members, who have come from Punjab, are aware of it. We are very sorry. We come from Uttar Pradesh. Paddy is grown in our State also. A very low price has been fixed for paddy.

If Government fails to improve the working of F.C.I., at least the farmer should get the support price.

Cotton Board has been constituted. The hon. Members from the cotton growing States are protesting that the Cotton Board is not making requisite purchases. At least the Government agency constituted for this purpose should purchase the commodity at the fixed prices. Recently, potato price went down steeply. The Government agency did not purchase potatoes. Potatoes were sold at a price much less than the price fixed by Government. The result was that a large quantity of potatoes got damaged.

Same is the position so far as the price of sugarcane is concerned. Farmers are not happy with the price of sugarcane and consumers are not happy with the price of sugar. Both are unhappy. The increase in the price of sugar is far in excess in proportion to increase in the price of sugarcane. Who will be benefited by the excess amount? The excess will go to you in the form of profit. What can we say when the Government does the same thing which a *bania* does? If, at least, Government agencies make purchases at the fixed

prices, much relief can be provided.

Seventy per cent of our population is engaged in agriculture. Unemployment is increasing. You are unable to provide jobs to all. You are bringing new technology in the country. It will result in unemployment of persons who are already working. Who will bear all this burden? This burden will be on agriculture, on farmer. Seventy per cent of our population lives in villages and these people are bearing the burden of country's population. With the increase in unemployment, burden on agriculture will increase. On the one hand, burden will increase and on the other hand the prices of agricultural produce will go down. The slogan of removing poverty from the country will become meaningless. There is no scope of any improvement in the situation.

I would like to give another suggestion to the hon. Minister. He is requested to assess the import potential of our agricultural produce. This year wheat has been exported. It is a very good sign. Production is expected to increase further. Arrangements should be made to export wheat to similar other commodities. Just now a Member had said that Government was not giving permission for the export of cotton. When you have no storage capacity for wheat, cotton, jute, paddy etc., you should grant permission for their export to other countries.

Secondly, I would like to point out that our storage capacity of agriculture produce is quite inadequate. Storage capacity should be increased at war footing. This work should be done either by the F.C.I. or other agencies so that goods can be stored there and they can be used in the hour of need and if there is need to export them, they can be exported.

This year the prices of agriculture produce have fallen to a great extent. As he is the head of the Ministry of Agriculture, he is required to protect the interests of farmers. This is my request to him. Some such arrangements should be made to ensure remunerative prices for the agriculture produce like cotton, groundnut, jute, coconut, etc. The farmers should at least get the price fixed by Government.

[English]

SHRI T. BASHEER (Chirayinkil) : Mr. Chairman, Sir, our country is an agricultural country. Our economy is mainly based on Agriculture. So, the discussion on the 'Crash in the prices of Agricultural Commodities' is very important so far as our country is concerned and so far as our people are concerns.

Mr. Chairman, Sir, I know that I have got only limited time to speak. Therefore, I will not go into the details of all the agricultural commodities.

I want to stress for the moment, the difficulties faced by the coconut growers in our State.

SHRI H.A. DORA : In Andhra Pradesh also.

SHRI T. BASHEER : Particularly in Kerala. I would like to draw the attention of the hon. Minister to the sufferings, to the agony, of the poor coconut cultivators of the land.

Coconut is the main crash crop in Kerala. About 65% of the coconut cultivation done in the country is in Kerala.

I would like to say it is a common man's cultivation. About 90% of the holdings of coconut are below one acre. It ranges from one acre to five cents. In every holding, you can see some 5 or 10 coconut trees. One can imagine how the economy of Kerala is interwoven with the coconut plantation.

I would also like to add that the coir industry and the copra milling and crushing industry are the two main traditional industries based on coconut plantation. The steep fall in prices of coconut has caused much agony in the life of the coconut cultivators.

17.08 hrs

[Mr Deputy Speaker in the Chair]

I am not going into the details. In

[Shri T. Basheer]

1984, the price of one coconut was Rs. 4/- Now it has come down to Rs. 1.50. You can imagine the figure. It is about 150% fall. So, this causes serious repercussion in the economy of the State of Kerala, in the economy of the coconut cultivators in Kerala and in the country.

I am not taking much time of the House. The cultivation expenses have gone up much higher due to increased cost of inputs and labour charge. So, now the situation is very serious. I think that the hon. Minister understands it. The people are suffering. It is an issue agitating the minds of the people for the last 6 to 9 months. I remember during our Budget Session, the same subject, the misery of the coconut cultivators, was discussed here in this House through a Call Attention and many Members participated in that discussion and I remember the then hon. Minister had given some assurances. I would like to say that I do not question his sincerity. I know he is a man of sincerity. But nothing has happened. I know Government has taken some steps but without any result. There is no progress. During that Session when he was replying to the Call Attention, he said that he would convene a meeting of the concerned parties, concerned organisations, the Coconut Board and the State Governments concerned. But that did not take place. I urge on the hon. Minister to convene such a meeting at the earliest and discuss the problems connected with coconut cultivation in this country.

I also take this opportunity to give some suggestions and to raise some demands. I think, these are necessary and will help to save the coconut cultivators of this land from their sufferings. I request the hon. Minister and the Government not to throw them to their fate but to take some urgent steps. Otherwise, I do not know what will happen. So far as Kerala State is concerned, there is a serious situation existing there. The poor cultivators are in doldrums, they are in distress. So, I request the hon. Minister and the Government to come forward to save the situation.

First, as everybody knows, the main reason is import of coconut oil. It is happening. Last time also we demanded that it should be stopped and we got some assurance. Something happened. But, I am afraid, still import of coconut oil is taking place under cover of some industrial oil or something like that. So, I urge upon the Government to come out with a categorical statement that coconut oil will not be imported at any cost and should take steps in that regard.

Secondly, it is a long-standing demand of the coconut cultivators that a support price should be announced for coconut and copra. I request the hon. Minister to do it today itself. He knows the problem very well and I hope he will come forward to announce a support price for coconut.

As regards procurement, as my colleague Mr. Ramachandran has rightly put it, the fate of the cultivators is in the hands of the monopolists, the Bombay mill-owners and private traders. Government must find out some machinery for this; a government agency must come forward to procure the coconut—some agency like the STC. This should be done; otherwise the present miserable conditions will continue; the poor coconut cultivators will continue to suffer, suffer and suffer.

Then I would like to say that export of coconut products should be done. I know, we cannot compete in the international market because of the international price and all that, but for the time being, in order to tide over this difficult situation, Government must take a decision to export coconut and coconut products.

My next suggestion is, financial assistance for coconut cultivation. The hon. Minister knows, in fact everybody knows, that coconut plantations are suffering from a serious disease, the root wilt disease; replantation is necessary. It is a major problem connected with coconut cultivation. So, far the replacement, Government must come forward with subsidy, with financial assistance. Some schemes should be implemented immediately. Otherwise

this disease will kill this very precious cultivation, I am afraid, Sir.

The next point is that we were demanding for a long time that coconut must be categorised as an oil seed. Now it is not categorised as an oilseed. I don't know why. Other oilseeds are there ; but coconut is not categorised as such. I would request the Hon. Minister to recognise coconut as an oilseed, then only will we get the benefits of National Oilseed Development project. So, I would request that, this is a very important thing, a very serious thing, Government should be convinced on this because 95% of the coconut is used for extraction of oil. So, it is a seed for oil. I think, Government is convinced about this and they will take steps.

MR. DEPUTY SPEAKER : Five more persons from Kerala are going to speak on coconut. So, please wind up your speech.

SHRI T. BASHEER : Once again, I stress the difficulties faced by the poor coconut cultivators of Kerala and I am sure that the Government will come forward immediately to take steps to save the poor cultivators of my land.

SHRI V.S. KRISHNA IYER (Bangalore South) : Mr. Deputy Speaker, Sir. I wholeheartedly support the demand made by all the speakers who spoke about the remunerative prices to be given to the agricultural products. Sir, I will confine myself to only two sections of the growers about whom no mention has been made by the speaker who spoke just now.

Before that, I would like to know from the Hon. Minister how and on what basis the prices are fixed by the APC. Sir, I personally feel as a layman that there seems to be no scientific basis on which the rates are fixed. I would like to know whether the States have been taken into confidence while prices are fixed, whether the growers are involved in that process. It is very necessary Sir. I know as a legislator of 15-16 years standing that there has been a demand even in the legislature that the States and the growers must be involved in fixing the prices.

Sir, the cost of cultivation cannot be the same everywhere. It varies from place to place, particularly, in many places there are irrigated areas. Of course, in some places irrigation depends on tube wells and bore wells. There is a lot of difference. So, I would like to know from the Government on what basis it is being fixed.

Another observation is that the distress sale and fall in prices are mainly due to the policy of the Government in certain respects. Just now our friend from Kerala has explained about coconut. So far as cotton is concerned, our lady member from Karnataka has given a very vivid picture of the position in the State. I would like to say in this connection that the import policy of the Government has affected the growers in various respects. Particularly, Sir, because of import of coconut oil, coconut sale has been affected.

Another crop which does not directly concern the Agriculture Minister is the Mulberry growers. You know the state of affairs of the Mulberry growers. Karnataka produces 60 to 70% of silk. You must know the fate of the mulberry growers there. They are facing crisis. Because of the policy of the Government to import silk from China. The silk industry in Karnataka is being killed and the mulberry growers do not get attractive price. But he can consult the Government. Similarly, I would request the hon. Minister I know he is very sincere about it—that instead of importing edible oil you encourage the States to grow more edible oil seed crops. Karnataka has submitted a scheme to the Government in this regard. You give them assistance from the Centre, to bring more acreage under oil seeds and they will solve this shortage permanently.

Coming to vegetable-growers, most of us here use vegetables. I am fully aware that the worst-affected and exploited section of the farmers is the vegetable-growers. I have seen in my constituency with my own eyes that farmers come with vegetables with head-loads. They are just given a rupee or even eight annas and the middlemen reap all the benefits. This is happening in

[Shri V. S. Krishna Iyer]

Delhi also. Members here have complained of price-rise in vegetables but the increase in prices of vegetables does not go to the actual producer. I know it is not the responsibility of the Centre alone. But the State Governments have failed to protect this section. It is a hard-hit section. If the growers refuse to cultivate and if you do not give them support price what will be the fate of our country? I am sure an assurance will come from the Government that they will take earnest measures and that the growers of all the commodities which are mentioned here today, and particularly, cotton, paddy, coconut and also mulberry in Karnataka will get a minimum support price. We have got various Boards and Corporations. The main idea of constituting such Boards is to help the growers. But here the growers are neglected and only those who are engaged in the manufacture of finished products are given remunerative prices. This should not happen.

With these words I fully support that there should be remunerative price for all the agricultural products.

17.23 hrs.

BUSINESS OF THE HOUSE

[English]

MR. DEPUTY SPEAKER : I want to know from the Members. The discussion on the subject will take, I think, a long time and it may go even after 6 O'clock. According to the list of speakers before me, I think it may go upto 10 O'clock. Why I am telling is that members should note the time factor and they should be brief and the Minister can reply to-day itself. Otherwise it will go to some other day.

SHRI V. KISHORE CHANDRA S. DEO (Parvathipuram) : On a point of clarification, Sir. Normally the political parties are given time according to their strength. Independents come finally. Now

I find you have departed from that normal practice. How can you call an independent Member before you call the recognised party. This is the first time you are beginning this practice. This practice was not followed earlier.

MR. DEPUTY SPEAKER : The same pattern is followed. If you want you can give in writing.

SHRI V. KISHORE CHANDRA S. DEO : Same pattern is not followed.

MR. DEPUTY SPEAKER : You please go through the records and verify.

SHRI V. KISHORE CHANDRA S. DEO : Independent members are never called before a party member. I protest and I will also give it in writing.

[Translation]

SHRI KALI PRASAD PANDEY (Gopalganj) : Just now while raising a point of order, an hon. Member made a reference about independent Members. There are many Parties which have only one Member in the House, whereas the number of independent Members is 4. Discussion on sick industries had taken place in this House previously also. I and Shri Datta Samant have been in queue since yesterday but we have not so far been given time...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER : There is no point of order.

SHRI V. KISHORE CHANDRA S. DEO : Sir, it is a question of precedents and conventions. You are deviating from established conventions. If these are not established conventions, then why you call Telugu Desam first and like that.

MR. DEPUTY SPEAKER : If you find there is any deviation you please give in writing.

[Translation]

SHRI KALI PRASAD PANDEY :

Whenever we ask time to speak, we are told that our name is at the tail end. We have been in queue since yesterday.

17.26 hrs.

DISCUSSION RE : CRASH IN PRICES OF AGRICULTURAL COMMODITIES CONTD.

[English]

SHRI DIGVIJAYA SINGH (Rajgarh) :

Sir, today we are seeing a strange phenomenon operating in the markets of this country where the agricultural produce prices are going down but the retail and whole-scale prices are going up. It is a strange phenomenon but it has been an age old practice in this country that whenever the agricultural produce comes in the market the prices fall and when the farmer has sold his produce the prices rise.

Looking into this background we are grateful to the late Prime Minister, Shrimati Indira Gandhi when she created the Agricultural Prices Commission in 1966 and later on when it was felt that the agricultural costs and prices should be looked into our Prime Minister, Shri Rajiv Gandhi, has given it a thought and converted it in Agricultural Costs and Prices Commission.

The subject under discussion is quite different. As far as the prices of agricultural produce are concerned I have got a lot to say but I will confine my speech to the actual implementation of the agricultural prices fixed by the Commission. It is unfortunate that till now although we are fixing minimum support price of a number of agricultural produce yet we have not been able to develop an effective procurement agency throughout the country which can look after and implement the prices which are declared by the APC. The agricultural commodities are being sold below the minimum support price whether it is rice, soyabean or jowar in North India or coconut and other things in South India. This requires very close looking into by the Agriculture Ministry. We owe a res-

p nsibility to the farmers and we have to ensure that whatever minimum support price has been fixed by the government the farmers should get that price. It is the responsibility of both the Central and State governments.

Sir, I also feel that procurement is being confined to bigger 'mandis' where the farmers are bringing their produce. In tribal areas most of the agricultural produce is sold in weekly markets where the procurement agencies are not functioning and, therefore, the persons who are benefiting from the minimum support price are not the farmers. It is the middlemen, whom we call 'kenchias', who are going to the weekly markets and purchase paddy from the farmers at a lower price. Therefore, I would request the hon. Minister to ensure that in the weekly markets the prices of agricultural commodities are monitored so that the actual farmer gets the benefit of the minimum price operation.

Sir, at the same time the actual implementation takes a very long time. Provision of funds, provision of gunny bags-weighing machines, all these things take a very long time. Although the State Government takes a decision to start procurement the basic facilities are not available at the market place and because of non-availability of these facilities the prices of the agricultural commodities fall and the Government is not able to procure agricultural commodities effectively. Therefore, to ensure proper price to the farmers the Government has to take advance action, at least two months ahead so that the funds are available for the provision of gunny bags, weighing machines, etc. at the market places to facilities procurement. A very detailed micro-planning has to be done at the lower level so that the farmers get remunerative price.

Sir, it has been the experience—I was the Agriculture Minister in the State of Madhya Pradesh for some time—that State like Madhya Pradesh is already short of funds for the developmental activities and the resource needed for procurement drive has to be provided by the Government of India. This would help the State Government to come into this kind of operation

[Shri Digvijaya Singh]

with a larger magnitude. Sir, in my State, in this kharif season, paddy, soyabean, maize, jowar, etc. are being sold at prices lower than what has been recommended by the Agricultural Prices Commission. That is why I suggest that in the case of these commodities, a very close monitoring has to be done at the State level, at the weekly market level and at the mandi level so that the farmers get the remunerative price for their goods. The Government of India should come forward to give financial assistance and also give ways and means advance so that the State Government can go in for an effective immediate support price operation. At the same time it has been covered that the Government of India has declared the price for coarse grains. But it is not procuring coarse grains at its level and because of this the State Government has to bear a large financial burden and a large amount has to be given by way of support price for the coarse grains like maize, jowar, etc. I would therefore request the Government to include these coarse grains with wheat and rice so that minimum support price could be given and the procurement could be done by the Government of India and these coarse grains could be sold at the subsidised rate through public distribution system.

Sir, in the case of oil seeds and pulses in which the country has definite economic interests, they are included in the 20-point programme also—it has been observed that minimum support price is not given to them. Madhya Pradesh is the biggest producer of soyabean in the country and 80% of the total soyabean production in the country was in my State. But unfortunately soyabean is being sold in the State at Rs. 220 per quintal whereas the fixed rate is Rs. 275 per quintal. I would point out that it is very much against the interests of the farmers in the State. Although the State Government is making very great effort to go in for a minimum support price operation, it is finding it difficult because there are financial constraints. The Government of India should come forward and help the State Government. If the farmers get incentive and if they get remunerative price for their produce, there is no doubt that

more and more areas would be brought in for the cultivation of oil-seeds, pulses, etc. I would therefore request the hon. Minister kindly to help the State Government by giving extra funds for immediate support price operation.

Sir, cotton is being procured by the Cotton Corporation of India. But they are in league with the big traders and this has been my conservation and wherever they are large arrivals of cotton, the Cotton Corporation of India goes out of the market on some pretext or other because of which the prices suddenly fall.

The farmers have perforce to sell their produce at very unremunerative prices. We have, therefore, to look into this. In Madhya Pradesh, cotton is one of the major crop particularly in Khandwa, Khargon, Dhar and Jhagwa, which have a large tribal population. They have to sell the cotton at weekly markets. The Cotton Corporation of India, through any agency, whether Marketing Federation or any other agency must procure cotton or help Cotton Corporation of India to procure cotton in the weekly markets, where the tribals sell their produce.

The sugarcane prices have not been announced as yet. These should be announced immediately because the crushing season has already started. I would request the hon. Minister, who himself is a farmer to come with a pragmatic approach to ensure that the farmers of Punjab, Haryana, Madhya Pradesh and the South get proper prices as promised, otherwise the farmers may lose their confidence in the minimum support price that we declare.

SHRI N. TOMBI SINGH (Inner Manipur): Mr. Deputy-Speaker, Sir, it is a well known fact that our economy today is facing a very serious situation of incongruity, but this does not mean that we have not made strides in our general economy. We have made progress in various sphere including the sphere of agriculture, but the serious fact which has contributed to the incongruity is that while in one sector there are complaints against rise in prices, just in the other sector, there are complaints

of crash and decrease in prices of agricultural produce. When the farmer himself goes to purchase the finished products of his own produce he has to pay very high prices which he cannot afford.

The point at issue is how to solve this basic incongruity in our economy which is striving to rise to its great heights.

I do not want to cover the grounds which my hon. friends have already covered. Observations have been made about cotton, coconut, jute etc. I would, therefore, only cover new ground which have not been covered.

In my State of Manipur, maize is grown in abundance. But this is only a fancy food for the common people; it is not their staple food. The maize has to be procured and sold outside. The procurement of maize is a very difficult process, particularly the storing aspect of it. Naturally, the middle men exploit the farmers and its result has been that the farmers have stopped to grow maize in most cases.

Sir, you know the special topography of Manipur. It is a land-locked area: There are no industries, no railways. Wherever agricultural crops are possible, there should, therefore, be sufficient efforts to utilize them and to give remunerative prices to the farmers, particularly in respect of maize in Manipur. I know in the neighbouring areas of Nagaland and Meghalaya, similar problems must be there, but I have no direct knowledge about that. But as far as my State is concerned, we can produce abundant quantity of maize. As I said, our people do not consume maize as a staple food. This has, therefore, to be exported outside. Procurement must be helped by the Government.

Only the other day, I raised the question. In reply to an unstarred question, the Minister has said that the FCI and other agencies of Ministry of Agriculture cannot procure coarse grains like maize etc. Sir, I would like to suggest that a review may be made in regard to the policy of procurement, particularly in regard to crops like maize. For paddy, since our people consume paddy and also because the

quality of our paddy is good, our people and consumers collect paddy in spite of the rising prices. Naturally, Government need not to go to their rescue. I would like to mention about one other crop, i.e. sunflower. We can grow sunflower and there is wild growth of this plant. Here also, no measures are taken for exploitation of this crop for useful ends. Till very recently, there has been a proposal to start a glucose factory in Manipur but I do not know where it is stuck up. If some such factories come up, most growers will have remunerative prices. One ICAR unit is functioning there and they are making surveys there. Maize is such a crop where the complicated process of agriculture is not needed. It grows very easily without much effort, without much fertilizers and so on, because the natural atmosphere suits it. So, I would suggest that through ICAR and also through the Industries Ministry, through your own initiative, the maize crop of our area should get remunerative prices. With these few words, I would like to once again request that these things should receive your special attention.

[Translation]

SHRI BALWANT SINGH RAMOOWALIA (Sangrur) : Mr. Chirman, Sir, today a discussion is going on in this House on decrease in the prices of agricultural produce. It appears from the speeches of the hon. Members, who spoke on the subject as if they are not discussing the fall in prices of agricultural produce, but are shedding tears. Why is it so? What are the reasons for such a gloomy picture? Government should think over it. I come from Punjab. It is a matter of regret that a reference is made about the prosperous condition of Punjab, about the prosperity of the Punjabi farmers in the country. I am very much pained to point out to this House that the condition of Punjabi farmers is as miserable and deplorable as the condition of farmers in other parts of the country. The prices of articles manufactured from agriculture produce are increasing whereas the prices of agricultural produce are going down. Why is it so? The general consumer is being fleeced. Similarly, the farmer is being exploited. I

[Shri Balwant Singh Ramoowalla]

have come to the conclusion that certain people in this Government, I cannot say all, in connivance with the private traders are doing so in order to make State Trading a failure. It is a serious conspiracy. The people who are toiling for the progress and development of the country are being exploited so as to provide undue benefit to the capitalists of the country.

Take for instance the case of Food Corporation of India. It is sad that Shri Buta Singh has not visited Punjab even once. For as many as 20 days nobody went there...*(Interruptions)* Will kill him, he is safe. It is we who are the target. I was trying to draw your attention to the Paddy situation in Punjab. The paddy price was not announced this year in the first instance. Just listen to what the Government did. An announcement was made that the farmers should not sell the paddy till 1st October and instead store it in their houses. Paddy was harvested on the 7th September but the farmer is being exhorted not to sell it. After all, where will the farmer store it? Moreover, the paddy price was also not announced. I believe that the price of rice has not yet been announced and that is why the rice hullers are not purchasing it. The farmers kept waiting for 25 to 30 days in the *Mandis* but not even a single buyer come forward to buy it. The people are now fed up. The Food Corporation of India should be rechristened as Fed-up Corporation of India. It is a hopeless name. The Inspector takes Rs. 1.50 per bag to announce the price. The hon. Minister is well aware of it but no action is being taken against them. Suppose a farmer has 100 bags of paddy to sell, the Inspector demands Rs. 1.50 to quote the right price. The farmer does not have any other alternative but to bribe the Inspector because he knows that otherwise he shall have to wait and suffer. The Inspector has been empowered with unfettered discretion. The farmer is being openly exploited...*(Interruptions)* I will not say that the money goes to the Congress funds but it must be flowing to a person who is part of the Government machinery. This is the plight of farmers of Kerala, Punjab and Andhra Pradesh. It is the same everywhere.

I would suggest that Government should call a meeting of the leaders of the Opposition at the beginning of the year and discuss the problems of farmers and there itself the course of action should be decided and implemented accordingly. If that is not possible, the States should be empowered to take suitable steps to protect the interests of the farmers. But the Government neither want to decentralise the power nor help the farmers. The very backbone of the country will be broken if this continues which will be harmful not only for you but for the country also. It has been reiterated time and again that the farmers in Punjab are not getting the full value of their produce. In Punjab the situation is that paddy is not being bought even when the rate has been slashed by Rs. 10 per quintal. The same is true of cotton and sugarcane. As a result, the Punjab farmers burnt the paddy in the fields and fed sugarcane to their cattle.

I would, therefore, emphasize the need to take Members of the Opposition in confidence for not only solving the matters of national concern but also to give serious thought to the survival of farmers, to safeguard their interests and to redress their grievances and ensure a bright future for them. If this is not done, it would create more problems as the farmers are suffering from discontent.

With these words I thank you.

[English]

SHRI SOMNATH RATH (Aska) : Sir, the last Session we discussed the rising prices of rice, sugar, vegetables etc. Now we are discussing the crash in prices of agricultural produce. So, the theory of economists on demand and supply has also failed.

The fall in prices means there is more production and no demand. It is a paradox.

In India, at the time of harvest, prices fall. Agriculturists are exploited then, because cultivators have no storing capacity. After the harvest, they have necessarily to sell their produce, to meet

their needs. At that time, neither FCI, nor cooperatives and different Boards go and meet the cultivators, to purchase their produce at support prices. At that time, only the middlemen and hoarders play a great role, and the cultivators are forced to sell their produce at a lower rate, what is called a distress sale. So, this matter requires to be reviewed and action taken for the benefit of Agriculturists.

Have the FCI or cooperatives which are financed by State Governments and the Central Government started procurement this year? They have not. They will start procurement later, thus leaving the cultivators at the mercy of the hoarders. This situation requires immediate attention of the Government. Secondly, we know that Basmati rice could not be exported, for the simple reason that rice similar to Basmati is admixed. As such, rice fails to find a market in foreign countries.

Government of India is to be congratulated for the fact that once India was importing rice, wheat and are now able to export rice as well as wheat. I have been to Canada and America. The problem there also is the same. Because of huge production, the cultivators there are facing the same problem. This has now become a global phenomenon.

It may not be possible for India to export wheat also. Taking this into account, our policy has to be changed. It must be seen how best Government can come to the rescue of the cultivators. Similarly, when sugar cane is selling at a lesser price, why should we procure sugar from different countries? Why not purchase sugar at this time? We can then have enough sugar. So, these are matters which require immediate attention of the Government.

It is seen that the subsidy given by Government never reaches the cultivators in full. For the instance, in some States, a scheme is in vogue to produce more rice. As far as Orissa is concerned, in even block, there is a pilot project to grow more rice, and the policy of the Government being that the about Rs. 10 lakhs are given to each block to supply cultivators,

seeds, fertilizer and agricultural implements at a subsidised rate, and that subsidy is meant for the cultivators. I had put a question to the hon. Minister of Agriculture. His reply is that last year in my constituency at two blocks about Rs. 5 lakhs had not been spent in each block. My second question was : what will happen to that amount? His answer is : it will be adjusted this year against the subsidy. The Central Government gives subsidy to the State Government, but the State Government is not able to give subsidy to the cultivators either by way of selling agricultural implements at lesser rate or the fertilizer or giving them training in technology and the agriculturists suffer. Similarly, this year, small farmers require 10 kg. 5 kg. of fertilizer at a subsidised rate, but packets containing 50 kg of fertilizer are being sold. Government has given lakhs of rupees to the apex marketing societies not only in Orissa but in other States also where the scheme is in vogue to see that the fertilizers are procured much earlier and given to the cultivators, but the apex marketing societies never care to see that the poor cultivators, small cultivators get fertilizer in small packets. That was done previously, but not now. So, the cultivator is not able to purchase a pocket of fertilizer containing 50 kg at a time ; and when it is weighed, the weight is only 47 kg.

As far as the scheme of grow more rice is concerned, though the Government of India is giving huge amount to States, the States, while implementing the scheme, are misusing the subsidy, because the apex marketing society in Orissa is running into huge loss. So a portion this subsidy is utilized by them to meet the loss.

The hon. Minister has said about the Agro Industry Corporation in each State. He said that they should not only be a selling agent and getting commission, they should have their own production factories and see that the same is supplied to the cultivators. But what is happening in Orissa? This Corporation has not got any factory, spray instrument and agricultural implements. They only purchase them like any other person and supply them to the cultivator, and a portion of subsidy amount goes to the Corporation.

[Shri Somnath Rath]

So, the whole subsidy amount, that is meant for the cultivators, never, reaches them. It is a cent per cent centrally sponsored scheme for subsidy. Neither the State Government nor any other agency can take advantage of it. Not only these hoarders, and Agro industry Corporations, black-marketeers but also the cooperatives exploit them, and they are acting as middle men and exploiting the subsidy given to the cultivators ; as I said, pardon me to repeat, lakhs of rupees are given to them as soft loan, loan at a lesser rate of interest to see that they purchase fertiliser in time and give them to the cultivators as required by them in small packets, but they do not it. These are the factors that require the scrutiny of the government, because the Central Government gives subsidy. The agriculture producers is, not purchasing them at the support price ; it must be purchased at the support price at the time of harvest ; much earlier, steps should be taken. Unless that is being done, we may say anything in this House, it will not materialized at the grass-root level.

One of my colleagues from Kerala has said that coconut trees are dying because of the disease. But the coconut seeds in Sakashigopal, Orissa, have been tested and found resistant to this disease root wilt. Why not the Indian Government takes steps to see that the coconut seeds from Orissa especially from Sakshigopal are sent to different parts of India to solve this problem ?

MR. DEPUTY-SPEAKER : The time is 6 P.M. How long should we continue ?

SHRI BASUDEB ACHARIA : We will continue tomorrow. We can adjourn now and continue it tomorrow.

SHRI V. KISHORE CHANDRA S. DEO : We will continue tomorrow.

THE MINISTER OF STATE IN THE DEPARTMENT OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD): How long would they like to sit ? I think one hour will do.

SHRI V. KISHORE CHANDRA S.

DEO : If they wanted to finish they could have finished now itself.

SHRI E. AYYAPU REDDY : We take it up on Monday.

SHRI GHULAM NABI AZAD : We can extend up to 7 o'clock and we will see how many people will speak. It all depends on you. If you speak long, it will go on.

SHRI E. AYYAPU REDDY : We can have it for one hour now and one more hour tomorrow.

MR. DEPUTY-SPEAKER : Nobody will sit tomorrow. Tomorrow is a Friday.

SHRI GHULAM NABI AZAD : We can extend by one hour and then we will see. Now we will extend by one hour. Then if necessary we can continue on Monday.

SHRI V. KISHORE CHANDRA S. DEO : Monday will be all right.

SHRI INDRAJIT GUPTA : We can have it on Monday.

MR. DEPUTY-SPEAKER : What about the hon. Minister ? They want to sit for one hour more.

THE MINISTER OF AGRICULTURE (SHRI S. BUTA SINGH) : If Shri Ghulam Nabi Azad is prepared to give a dinner we can sit.

SHRI GHULAM NABI AZAD : I do not mind.

MR. DEPUTY-SPEAKER : They wanted to extend by one hour and later, on Monday they want it to be concluded.

SHRI INDRAJIT GUPTA : If you extend by one hour now it will not serve any purpose. That will not be sufficient.

(Interruptions)

MR. DEPUTY-SPEAKER : Then we will extend by one hour. We can take up the remaining part on Monday. So, it is

decided that we will sit for one hour more.

Now Shir Bharat Singh.

[Translation]

SHRI BHARAT SINGH (Outer Delhi) : Mr. Deputy Speaker, Sir the House is discussing the agricultural production in the country. Everyone has tried to draw your attention to the problems of farmers and how they are not able to get full value of their produce. The reason is slackness on the part of FCI to make purchases when the crop is harvested. Similarly, the traders purchase the farmers' produce at cheap rates with the help of middlemen and store it. The farmer does not get full value of his produce.

The Commission also does not get any benefit. If the Consumer gets the commodities at cheap rates, it is all right because the Consumer is farmer's kin. Just now the House discussed the rates of cotton and how there has been a sharp fall in them. The farmer produces cotton and sell in the market at a cheap price but when cloth is produced out of the same cotton, the farmer has to purchase it at high price. We would, therefore, like that the farmer should get remunerative price of his produce and for his hard work and at the same time the consumer should also get wheat, rice, or coconut or any other commodity at cheap rates. I would like to give a few suggestion in this regard.

When F.C.I. purchases wheat, it stores it in the godowns. Sometimes due to paucity of capacity in the godowns or rains the foodgrains are spoiled and then it is sold at the Fair Price Shops. If anyone points out the difference between the sample and the stock being sold, he is informed that this is what has been supplied by the godown. Government will have to pay attention in this direction so that the consumers get quality goods at fair price. We would like quality foodgrains to be supplied to the consumers and the farmer should also get full value of his produce. Besides, the farmers should get agricultural implements at fair price. The Government

must be aware that the farmer's produce is purchased at the price fixed by Government but the implements are very expensive in the market. The prices of these implements are continuously increasing. Government should check them. I would suggest that price of agricultural produce should be fixed before the harvest season sets in. At present there is great hue and cry about cotton prices, prior to that it was about wheat prices and sugarcane prices. The farmer will not face any difficulty if Government fix the prices before the crop is harvested and Government agencies start making purchases. If the Government do not purchase the foodgrains at the support price, the traders purchase it at cheaper prices and hoard it. What the farmer is not able to earn even after a year's hard toil along with his family, the trader earns it within one month.

Much has been said about increase in the price of sugar. But why is it so? Sugar is produced from sugarcane and I think the sugarcane crop in Uttar Pradesh this year is poor as compared to previous years. The reason is that it is infested by insects. Had the Government paid attention in this direction there would have been a bumper crop. Had the Block development officer and other departments tried to save the sugarcane crop from insects, it would have resulted in high yield and consequently higher production of sugar.

It is a well-known fact that Government provides good seeds, fertilizers and means of irrigation which has increased the production and yield per hectare. We remember when India achieved independence, its population was 30 crores, and we used to import foodgrains but now when the population is about 75 crores, our godowns are full of foodgrains and we have become self-reliant. The reason is that Government have provided facilities for agriculture, nationalised the banks, provided means of irrigation and quality seeds to ensure an increase in the production. But the farmer is annoyed when he does not get remunerative price for his produce even after investing his entire money and toiling throughout the year. I would, therefore, urge that the farmer should be provided remunerative prices and implements at

[Shri Bharat Singh]

cheaper rates. The BDO at the Block level should provide quality seeds, fertilisers and insecticides. The mill-owners should be directed to purchase as much sugarcane as possible and produce maximum sugar out of it. I have often seen farmers waiting at the mill-gate with cart loads of sugarcane for days together and still their turn does not come. They do not get money for months together. The Government should see to it that they get their money in time and their produce is lifted from the fields itself. It has been observed that rates of pulses, rice, turmeric and red chillies is cheaper as compared to last year. The price of tea has gone down by Rs. 7. Washing soap-with the brand name 555-has also become cheaper. Gram dal, sugar and vanaspati prices have shot up. The Government should seriously think about vanaspati and ask the farmers to cultivate more of oilseed crops so that its price could be reduced. The DDA has allotted 15 shops to Super Bazar to open new branches so that it can provide cheap and quality goods to the consumers. We are farmers but we would like the consumers to be benefited. The middlemen purchase the potato crop and hoard it in the cold storages and they are able to earn so much overnight, that it is equal to what the farmer earns after six months of hard toil. I believe that they double their investment with the help of that crop. The same is true of cotton as well. Some farmers take loans from different societies upon 80 per cent of their investment. They sell their produce at the opportune time. But there are poor farmers who do not have holding capacity. They want money urgently for marriage, construction of house or similar other requirements. There are yet other farmers who are under heavy debt and they have to sell their produce at half rates. The result is that they are not able to meet all their domestic obligations. 80 per cent of our population resides in the villages. It is only when they progress, that our cities and towns in particular and the country in general will progress. Our young Prime Minister, Shri Rajiv Gundayi wants India to progress at a fast pace. But before that the small impediments will have

to be removed so that the Indian farmer can make progress and become prosperous. I would suggest that farmers should be provided remunerative prices of his produce. There are many such consumers who do not even have ration-cards. Those who live in slums, should also be provided ration-cards. At least make a provision that those who figure in the 1985 voters list should be issued ration-cards to enable them to get foodgrains at cheap rates from Fair Price Shops.

Sir, I thank you for giving me an opportunity to speak.

[English]

PROF. P.J. KURIEN (Idukki) : Sir, first of all, I would like to draw the attention of the hon. Minister to one contradiction. The contradiction is this consumer prices are on the increase. But the prices of agricultural commodities are on the decrease. The increase in consumer price is not passed on to the agriculturists. The decrease in agricultural produce price is not reflected in the consumer price. This means, there is something wrong with the system. The middleman is taken away the entire margin. I enquired in Delhi markets. The price of one coconut is Rs. 4 ; in Kerala it is less than 1 rupee. The difference is 300 per cent. Even if you compute transportation cost at one rupee, the difference is 200 per cent. Where does it go ? The Minister should examine it. In every field, good performance is rewarded. But in the agricultural sector alone good performance is being punished. When our farmers produce more, they work hard and produce more. But what happens ? They are being forced to sell their produce at throw-away price. They are in utter distress. This type of system is very detrimental to the interests of agricultural economy. All farmers should be assured of a steady, minimum price so that they can have their economy worked out on that basis. Then only the interests of the country will survive ; then only the interests of the farmers will survive. Now there is something which is wrong with the whole system. When the farmers produce more, they actual fall into distress and

trouble. Therefore, Government should made a total study of the economy and evolve an integrated policy regarding pricing, by which the farmers will be assured of a minimum, steady price. Depending upon the cost of production, they should be offered a remunerative price. Otherwise there is no point in shedding crocodile tears for the farmers. I hope that the Minister will take note of this and take the necessary steps.

Regarding coconut, hon. Members have already spoken here. Only one thing I would like to say. Coconut is actually an edible oil used for cooking purposes. But it is not in the Oilseed list. People of Tamilnadu, Andhra Pradesh and even in the northern parts of the country use coconut oil for cooking purposes. But even though we have excess of coconut oil, we import the edible oils and spend crores and crores of foreign exchange. So, my suggestion is that coconut oil should be subsidised and it should be made available in consumer packs to people. In Kerala everybody prefers coconut oil to any other oil. Last year Kerala consumed 50,000 tonnes of Palmolin oil which has been imported at the expense of our scarce foreign exchange. My suggestion is that you can subsidise coconut oil and sell it in consumer packs and these 50,000 tonnes of coconut oil will be consumed in Kerala alone and we will thereby be able to save lot of foreign exchange. So, this aspect of the matter should be examined.

Then, Sir, my next point is that minimum floor price should be assured for coconuts. There is some excess of coconut oil in the country. That should be exported. This is my suggestion. This should be exported to create a psychological impact in the market so that prices will go up. They say that there is import of coconut oil. That should be stopped. This is all about coconut.

One word about one commodity which is produced in my Constituency. That is cardamom. Our country is producing nearly 5,000 tonnes of cardamom a year of which 3,000 tonnes is nearly from my Constituency and 2,000 tonnes is from other places. But we are all unfortunate

because of that because the cost of production of cardamom is estimated to be Rs. 200/- per kg by the Central Government agency, the Cardamom Board at the price the growers are getting is Rs. 140/- per kg and even less than that. Unfortunately, even for that price, there are no buyers in the market. I know the growers in Tamilnadu and Karnataka are not major growers. They have small holdings, say, one acre, half-an-acre or one hectare. But for them this cardamom cultivation has become a very difficult affair and they are all in distress. Our country is getting valuable foreign exchange from cardamom. Last year, we got Rs. 70 crores in foreign exchange from cardamom alone. This industry is in peril. The reason is there is a small increase in production and our competitors in the international market, Guatemala, is also producing cardamom and there also, production increased. Therefore, the international buyers, the Gulf countries mainly, are reluctant to buy. International prices have fallen. Within one month, Guatemala cardamom will come into the market and they can sell it at cheaper rate. Guatemala can sell cardamom at less price and, therefore, there will be no buyer for our cardamom because in the international market there is a surplus of 2,000 tonnes. There will be no buyers. Therefore, I would request the Agriculture Minister to take up the matter, if necessary, with the Commerce Minister so that some funds will be allotted to the Cardamom Board. The STC can buy at a price of Rs. 250/- per kg and they should export cardamom and thereby save the industry and our foreign exchange and our growers.

SHRI INDRAJIT GUPTA (Basirhat) : Sir, I am sure that you have duly noted the deep concern and anguish which is being expressed in this House on the crash fall in agricultural prices. It cuts across all party lines. So, you cannot ascribe this to any kind of political motivation. All Members here are deeply concerned. (*Interruptions*). This discussion which will conclude on Monday giving the hon. Minister ample time to prepare his arguments, will not be really useful unless the policy of the Government is discussed in this respect. It is not a question of

[Shri Indrajit Gupta]

some piecemeal figures given about this crop or that crop. The entire policy of the Government in this matter is what is under discussion and under review because we are now in the first year of the Seventh Five Year Plan. As soon as the Plan starts operating, we find this phenomenon which has been referred to by so many Members here. On the one side, prices of agriculture produce are crashing and, on the other side, prices of essential commodities for the consumers are rising. So, it is quite a serious malady. You have to explain how you are going to tackle it. As far as I see in the Plan document, there is some proposal made to abolish or gradually to reduce the subsidies on food and fertilisers.

We are totally against this proposal. In our country, in the conditions which exist in this country at present, you have to have selective subsidies—it cannot be helped—not only for the producer but also for the consumer remembering what you have stated here in this House only yesterday. Although you claim that you have reduced the number of people living below the poverty line, still, according to your own figures, there would be somewhere between 250 and 300 million people who are still living below the poverty line. They have to be protected. They have no purchasing power, and they will be absolutely reduced to a state of starvation if you do not have, through your public distribution system, a selective subsidy. That policy also, you have begun to give up, as you have done just now in the case of sugar. It is not as though you are paying very high prices to the sugarcane grower and, therefore, you have had to raise the price of levy sugar by 40 paise per kilogram and also increase the supply of free sale sugar. Now, you have fixed Rs. 16.50 for sugarcane at a recovery of 8.5 per cent and for the next year you have announced that the price will be Rs. 17. But the sugarcane growers say that this price does not even cover their cost of production. And their sugarcane production has gone down from the peak of 83 lakh tonnes to about 50 lakh tonnes, causing you to import ten lakh tonnes from abroad pending release

of foreign exchange. This is a very peculiar thing. You pay less to the sugarcane growers, you prefer to import sugar from abroad and you push up the price of levy sugar for the public, for the ordinary public, by 40 paise per kilogram. What is your policy, you must explain to us. Of course, this is one item in which there is no public sector institution or agency which is doing the purchase operations. But in the case of cotton or of paddy or of jute, we want to know what is the policy directive that you give to the Jute Corporation of India, to the Cotton Corporation of India or to the Food Corporation of India. They are all public sector organisations set up precisely for the purpose of holding the price line, that is to say, for the purpose of ensuring that minimum support prices are given to the growers. But is it happening? In the case of medium staple cotton, the price fixed was Rs. 535 or Rs. 537, but actually from so many States complaints have come that the cotton grower is having to sell at Rs. 400 or even less than Rs. 400. What is this Cotton Corporation for? What is it doing? In the case of paddy, a price of Rs. 142 has been fixed this year as the paddy procurement price, but you have heard that in the Punjab they are selling paddy at Rs. 120 to Rs. 125. In the case of jute, of course, you know what has happened. The other Members have also referred to it. Here in this House, on the 13th August, it was announced by the then Minister in charge of Textiles—unfortunately the new Commerce Minister is not present here; I would like him to deal with this jute matter which is supposed to be his special area—that the Jute Corporation of India would enter the market and start purchase of raw jute—this was stated in August—would mop up between 25 and 33 per cent of the new crop would give the farmers not only the minimum support price but Rs. 25 extra per quintal. You please look up the record. This was what was stated by the Minister then in the House. And what happens subsequently? The support price announced for raw jute was Rs. 235, but it has gone well below that; and people are forced to sell their jute at even Rs. 200 per quintal or even less than that depending on the variety of jute. I do not know what

assurance you can give about jute now because all the raw jute, most of it, the bulk of it, has passed out of the hands of the peasants ; it is now in the hands of the middle men. You may not find raw jute with the peasants now. Whom are you going to benefit now by giving some price for the raw jute ?

We are living in conditions where our peasants do not have any holding power, except for a handful of people, perhaps, who are very affluent or rich, who have got Benami land only. That is a different matter. But generally peasants in our country, jute growers of course above all, have no holding power at all. They cannot hold on to their crop after it is harvested and bargain for better price. They have to sell it immediately if they are to get two square meals the next day. Why sell it immediately it is already sold. It is already sold before it is harvested, you know that. How are you helping these people ? I know what will happen. The prices of raw jute have crashed this year, the growers will probably cultivate a smaller acreage. They will divert more land to other crops and next year this will give an opportunity to the mill owners to say that there is a shortage of raw jute. Therefore, we must close down some mills or seal the looms and retrench some workers and this goes on in a merry sort of vicious cycle year after year.

You don't have any stable policy at all. As many Members have said, the whole policy is to operate in such a way that big traders or agents of these mills get absolutely free hand to operate in the open market. The intervention of the State agency is absolutely minimum. They seem to be hand in glove with these big traders. I know about jute, there all sorts of brave statements are made, but when it comes to the transit, it is the jute mill owners and their agents operating in those districts of West Bengal and other jute growing States who are able to force the growers to sell their raw jute absolutely at distress price. How are you helping them ?

I want to say that this is the kind of situation. I don't know what is the motivation of the Government behind it.

You should please tell us. Are you satisfied with what is happening with cotton prices ?

In Gujarat for example—here one Gnjarat Minister is sitting and that is why I am referring to Gujarat—what has happened to cotton prices ? Gujarat cotton growers have been demanding that for goodness sake export quality of cotton should be allowed to be sent out at higher prices.

In Andhra Pradesh, in the cotton growing areas, a large amount of last year's produce is still lying. So, in some places the peasants have burnt it and they have spent two thousand to three thousand rupees per hectare on fresh investment for new crops. But they are getting not more than three hundred rupees. So, Sir, what is the Policy ? We don't want to hear some statistics only that in jute it is like this, in sugar it is like this and in cotton it is like this. What is the policy you have got ? There is an Agricultural Prices Commission. You have got these public sector institutions which are the purchasing agencies. And then you have got some sort of an estimate of what is meant by remunerative prices for the farm. What is your definition of remunerative prices ? Cost of production, plus how much ? Please tell us commodity by commodity. How is it estimated ?

PROF. N.G. RANGA : Cost of production plus risk plus remuneration.

SHRI INDRAJIT GUPTA : Oh yes, plus transportation charges, plus something else. What is that formula which operates now-a-days, please tell us. How is it that almost in every case it results ultimately in the farmer having to sell at prices even below the declared support price ? This is not a statutory minimum price. Sometimes it is loosely referred to statutory minimum price. There is no statutory minimum price. Why should there not be a statutory support price ? The concept of national support price has no value in actual practical experience. Because your institutions cannot maintain it. Sometimes they openly say that we will only start buying after the prices have fallen below the support price. Even that

[Shri Indrajit Gupta]

they don't do. By that time the crop goes out of the hands of the peasants altogether.

My point is that he is not helping the poor. If he could stick to his commodity then he might profit later on. But here, it goes out of his hands. He could not store it, he could not keep it. This time the support prices for cotton, I think have been announced two and a half months after it has been harvested. How are the peasants to get any kind of protection?

So they are being looted by the big sharks, the operators in the monopoly trade market, the big speculators and operators, sometimes acting on behalf of the mill-owners and you are just playing into their hands. I think you cannot do it out of ignorance. You know very well what is happening. So I charge this Government that they are doing it wilfully. They are shedding tears all the time for the farmers of the country but actually in practice they are throwing them to the wolves. This will lead to a very serious situation. I do not mind if they lose the support of the peasants—I will be happy. But the point is that there will be a lot of trouble in the country and the whole economic system in the country is going to be sabotaged. So they should tell us what is their Policy.

[Translation]

*SHRI G. S. BASAVARAJU (Tumkur) : Mr. Deputy Speaker, Sir, three months we had discussed the problems of consumers in this august House. Now we are debating about the fate of farmers. Consumers and farmers are the worst hit in our country. This is the main crux of today's subject. The price of agricultural products have been slashed down heavily.

So far several hon. Members have expressed their serious concern about the farmers. Our hon. Minister Shri Buta Singhji is also a farmer and has all sympathies for the poor farmer of this country. But this is not enough. Our lip

sympathy help neither the farmer nor the consumer. We have to do something concrete and positive so that our farmers can gain some confidence and continue to produce more and more.

The condition of the farmer throughout the country is the same whether he belongs to Punjab, Karnataka or Andhra Pradesh. Farmers cannot maintain a car even if they possess thousand acres of land. Farmers producing huge quantities of foodgrains cannot lead a better life. That is the condition of farmers in our country.

Farmer is the backbone of this country. More than 70% of the people are cultivators. But unfortunately their living conditions have not improved. Industrialists and business men are leading a luxurious life. They are not at all bothered about the farmer. In fact, they are the persons who are mainly responsible for the miserable life of farmers.

A farmer has to pay Rs. 32/- for a metre of water pipe. Fertilizers are also costly. But what does he get for his produce? The sugar that is produced from one tonne of sugarcane can earn about Rs. 450/- even if it is sold in the Control market. In addition to sugar molasses worth about Rs. 400/- can be extracted. Bagasse is used as fuel. But the unfortunate farmer may get only one hundred to one hundred and fifteen rupees per tonne of sugarcane. In some places this rate has been enhanced upto Rs. 160- But this is also a meagre amount.

Agricultural prices Commission is not doing its job satisfactorily. While fixing the prices it is not taking into account the hard labour of the farmer. The implements used by the farmer, cost of the fertilizers and the labour of the family members of the farmer are also neglected. For sugarcane the farmer should get at least Rs. 300/- per tonne. For paddy at least Rs. 200/- should be given per quintal. Most of the farmers are sticking on to agriculture because they do not have any other alternative.

Many of my colleagues have explained the difficulties of coconut growers in the country. These difficulties are rampant in Kerala, Karnataka and Tamilnadu.

Long ago, the rate of arecanut was Rs. 500/-per quintal. In Karnataka Kampco society was formed and the rate of arecanut went upto Rs. 3000/- This rate never came down, throughout the country. Similarly, facilities for marketing cocouut should be provided. There is an Act regarding. All India Coconut Development Board which has no provision for marketing facilities. If proper facilities of marketing are provided, coconut growers can be encouraged. Otherwise coconut growers will perish as stated just now by our colleague Prof. P.J. Kurien. In Delhi the consumer has to pay Rs. 4 to 5 per coconut. At the same time in Kerala and Karnataka for each coconut the grower is getting only one rupee. This is the irony of the situation. Therefore, I earnestly request our hon. Minister Shri Buta Singhji to bring an amendment to the Act regarding AICDB to provide marketing facilities to the coconut growers. Coconut is used in the preparation of daily food in Kerala, Karnataka, Andhra Pradesh, Tamilnadu and many other States. Coconut oil is used abundantly in Kerala and its neighbouring States. So if there are marketing facilities it helps the consumers in the above mentioned States,

The condition of cotton grower in our country is no way better than other farmers. The FCI is also of no use to the farmers and consumers. The price fixed by FCI is not encouraging it is always less than the open market. On accouut of this it is the mill owners and agents and vested interests who are enjoying the benefit. Medium and small farmers are always at a loss. Many of the handlooms are being closed. Last year in my State many farmers have burnt cotton because they could not find buyers. Some of my colleagues coming from other States have also referred to the burning of cotton.

Other foodgrains like ragi, jowar, maize etc. are also not getting a good market. For vegetables and fruits there are no cold storages. The Centre should come

forward to help the State to open cold storages in every district headquarters. In addition to this it sh uld be seen that there is a direct transaction between the growers and the consumers. Agents and middle men must be elimiated once and for all.

FCI while procuring foodgrains removes about 2 Kg from each bag. This has to be stopped. Once the procurement rate for paddy was fixed at Rs. 100 only but before that the business man had purchased paddy from the farmers at the rate of Rs. 80/- and finally they sold it to the FCI at the rate of Rs. 100/- This is how the traders are cornering the profits. Hence I request the hon. Minister to fully control the activities of FCI.

The States have financial constraints and hence the Centre has to help them to give remunerative prices to the farmers throughout the country. If the farmers are not encouraged I am sure that we will have to face serious food shortage. On the other hand if farmers are encouraged we can earn huge amounts of foreign exchange. I hope the Minister would look into the problems of seriously and help them to grow more and more. I thank you for giving me this opportunity to speak. With these words I conclude.

[English]

SHRI GEORGE JOSEPH MUNDACKAL (Muvattupuzha) : Mr. Deputy Speaker, Sir, I will be speaking only on a very few points. Coconut is a major cultivation of Kerala. Nearly three million people are cultivating coconut in Kerala. Last year, its price was Rs. 4 and now it is less than Rs. 10.70. Nearly a thousand crores of rupees are lost by the poor coconut cultivators of Kerala. Who is getting benefit? The benefit is accrued Tata Oil Company and Hindustan Lever. What was the price of a cake of soap and a bottle of hair oil two years back? Their prices have gone up by 200 to 300 per cent whereas at the same time coconut oil price has crashed. Coconut oil is the raw-material for hair oil and soap. The big monopoly houses are getting huge profits at the expense of small farmers. So, the

[Shri George Jeseeph Mundackal]

Government must ensure that cultivators must get remunerative prices for their commodities. In the interest of integrity and unity of India do not neglect the poor cultivators of Kerala.

Now, I want to suggest one or two things for improving the poor conditions of Kerala cultivators. First, the Agriculture Minister should see that the Coconut Board which has not got enough funds is given more funds like Rubber Board. The Coconut Board should be given more funds for new planting and re-planting of coconut trees. Coconut tree is a long-time crop. After eight to ten years only the coconut tree starts yielding income. The farmer must get interest-free loans for cultivation of coconut trees. So, I suggest to fix minimum price for coconut oil and copra and treat coconut as edible oil seed. The Government should come forward for purchasing the surplus coconut oil and copra and export them through STC by giving subsidy to cultivators.

In 1971, the rubber price had crashed. Ginger We exported only 5 thousand tonnes of rubber. Immediately afterwards the price shot up from Rs. 4 to Rs. 8 per kilo. So, with the help of the Government, by way of giving interest free loans and subsidies to the farmers producing coconut and rubber we can save them from the plight.

Then another point is about ginger. is cultivated by small farmers with one acre or two acres. Unfortunately, the price of ginger is only Rs. 12 per kilo this year. Last year it was sold at Rs. 43 per kilo. The ginger produced in Assam and Shimoga are not suitable for dry ginger. It can only be used for ginger juice. Unfortunately the ginger produced in Assam and Shimoga was converted into dry ginger and exported to foreign countries. The Commerce Ministry and the Quality Controller are responsible for this mistake. As the quality was very poor, it was shipped back to our country. That is the reason why the price of ginger had crashed. I would request the Government to institute an inquiry into this matter and punish the quality.

With regard to pepper, the Government is charging Rs. 3 per kilo as exise duty. But when floods and land-slide occurred in Kerala, nobody came forward to help the poor farmers. In the case of coffee, the government is charging more than Rs. 7 per kilo as export duty. Sir, import of rubber, coconut oil, copra, nutmeg and cloves are affecting the long term cultivators of our country. For the cultivation of these commodities, the farmers have to wait for more than eight years. If the cultivators of these commodities are not able to get remunerative price, what will be their future, that too after waiting for 8 to 10 years? who is going to help those farmers who are engaged in long-term cultivation? I would therefor request the hon. Minister to protect the interests of the coconut cultivators. In the northern part of our country, nobody knows about the long-term cultivation. There, if there is no remunerative price for their produce, they can change the pattern of crop cultivation say, from groundnut to wheat. They can frequently change the pattern of cultivation. But in the case of coconut, rubber nutmeg and cloves, it cannot be done. The cultivators have to wait for 8 or 10 years to get the. Sir, as you are a farmer, coming from a farmer's family, you know the difficulties of farmers. I would request you kindly to consider giving assistance to the poor farmers and weaker sections so that unity and integrity of the country are protected and safeguarded.

[Translation]

*SHRI V. S. VIJAYARAGHAVAN (Palghat): Mr. Deputy Speaker, Sir I thank you for giving me the opportunity to speak. I also thank the hon. Minister for Agriculture for agreeing to a discussion on such an important subject. Sir, Kerala is the land of coconuts. The name 'Kerala' itself is derived from coconut. This only shows the importance of coconut in the life of the people of Kerala. But today the coconut economy is facing a serious crisis and 3 million families who are liggeded in the coconut cultivation are in distress. The steep fall in the prices of coconut and its products has dealt a crushing blow to the economy of Kerala.

In 1984 the price of coconut and coconut oil went up for a while. The price of coconut was around Rs. 4 per nut then. Similarly the price of coconut oil was Rs. 33 per quintal. But this did not last long. The decline started almost immediately and today the price of coconut is below Rs. one and that of coconut oil is around Rs. 1470/-. Such a steep fall in prices has not happened in recent past. People who depend on coconut have lost their only means of livelihood. This has caused the State of loss of Rs. 1000 crores. The consequence of such heavy loss in a State like Kerala whose financial condition is precarious, is anybody's guess. Therefore it is the prime duty of the Government to protect the farmer of Kerala and its economy.

What are the reasons for this crash in prices of coconut? Import of these products has been of the important sectors responsible for the fall in prices. It is no use denying that the import from time to time of coconut oil and copper has led to fall in prices in the past. Although the hon. Minister had said during the budget session that coconut oil will not be imported, that has not reassured the people of Kerala. Therefore the Govt. should make a categorical statement that it will not import coconut oil under any circumstances.

Another reason for the fall in prices is the decline in the internal consumption of coconut oil. In 1984 when there was a steep increase in the price of coconut oil people switched over to other cheap edible oils. In Kerala about 78000 tonne of coconut oil was being used. But now this has come down by 30000 tonnes. That means the consumption has come down by almost 40%. So the question is what is to be done in the present situation? Steps should be taken to boost the internal consumption of coconut oil. The Karshaka Congress of Kerala has made a suggestion in this regard. The suggestion is that the floor price of coconut should be fixed at Rs. 2000/- and the Government should buy the stock from the farmers and supply it through the ration shops at the same price at which other oils are being sold. The Government of Kerala has accepted this suggestion. In fact when the prices crashed the Government of Kerala spent

Rs. 17 crores and procured 14000 tonnes of copra. But this step did not stabilise the prices. What more can be done by a Government which has serious financial constraints? Therefore, the Centre should take certain steps immediately. First, the floor price of coconut oil should be fixed at Rs. 2000 and the STC should be directed to buy at least 20000 tonnes of coconut oil. Secondly, the soap and vanaspathi manufacturing units should be asked to use 30% of coconut oil in the manufacture of these products. Before that the ban on the use of coconut oil in the manufacture of vanaspathi should be lifted.

Coconut is not at present treated as an oil seed although the coconut oil accounts for 7% of the oil that is produced in the country. Therefore I would request that coconut should be treated as oil seed.

I want to say a word about the coconut Board. This Board does not have enough powers to deal with all the problems pertaining to coconut. It does not have administrative powers or financial powers. Therefore this Board is not able to do anything effectively in providing relief to the growers. Therefore, the coconut Board should also be given the same powers which are being enjoyed by the other commodity Boards such as cardamom Board, Coffee Board etc.

Finally I must say a word about the paddy cultivation who are in distress due to the fall in the price of paddy. They are unable to repay the loans. Therefore I would request the Government to declare a moratorium on the repayment of loans. I would also like to request the Government to set up a paddy Board which will be able to do better service to the farmers.

Before I conclude I would again request the hon. Minister for Agriculture to come to the rescue of the coconut and paddy cultivators Kerala. He had taken keen interest in providing relief to the flood affected people of Kerala during the last monsoon. I would request him to show the same interest in the problems of the poor farmers of Kerala.

With these words I conclude.

SHRI KALI PRASAD PANDEY (Gopalganj) : It is after a tireless effort that I have been given an opportunity to speak and I thank you for this.

All the hon. Members have expressed their deep concern at the State of agriculture with special reference to cotton, paddy, wheat, sugarcane, jute, coconut etc. Mr. Deputy Speaker, Sir, 75 per cent of the country's population resides in the villages and this section of society is not organised to raise their voice in support of their demands and because of their indigent condition, they are unable to meet their leaders. What treatment is meted out to the farmer? You may recall that in the past, rallies have been organised in the name of farmers. The late Prime Minister Shri Lal Bahadur Shastri had raised the slogan of 'Jai Jawan Jai Kisan' but the plight of farmers has gone from bad to worse and it is so appalling that it beggars description. Mr. Deputy Speaker, Sir, successive Governments have reiterated time and again that the interests of the farmer will be protected but to-date none has taken care of their interests. The farmer does not get remunerative price for his produce and even the cost of production, whether it is cotton or sugarcane, is not sometimes fully realised. It has come to our notice that the cotton, sugarcane or any other crop is largely damaged due to insects. On the one hand the insects harm the farmers, on the other hand the mill-owners and the bureaucrats exploit them. The Indian farmers were expecting remunerative price for sugarcane this year. I know that the only means of livelihood for the farmers of northern Bihar is sugarcane.

Much has been said about cotton. Gandhiji had visualised that a time will come when we would be able to export cheap cloth woven on the 'Charkha', which would also benefit the poor people. But today the situation is that the cotton growers are forced to burn their produce as there are no purchasers. There is no explicit policy in this regard. So long as the the textile policy is not changed, the cotton-growers will continue to be neglected.

I come from an area where sugarcane is grown in abundance. The farmer is exploited in two ways. Once, when his produce is weighed and thereafter when he has to wait for his payments which at times extends to a period between six months to two years. If the amount is Rs. 400 the brokers help them in recovering Rs. 200 and half of it is charged as commission. The farmer is helpless and as he does not have any other means he agrees to it. Proper arrangement should be made for this purpose. Once, while replying to Prof. Ranga, Rao Birendra Singh, the then Agriculture Minister was furious that some hon. Members are in league with the millowners and advocate their cause. I would like to know why action is not initiated against those mill-owners who neglect the farmers. Why are they not arrested under the Cr. P.C., the goonda act or the MISA. The sugar mill-owners at Hathua in Bihar close down their factories when the dues to the cane growers accumulate to the tune of crores of rupees. This sugar factory has been recently taken over by Government but no announcement has yet been made whether earlier payments due to the farmers for previous years will be made to them or not. We merely discuss these issues in Parliament while the poor farmer does not have two square meals. The farmer toils throughout the day and works hard but as payments are not made to him in time he remains impoverished. Something concrete should be done for the farmers, instead of merely raising slogans for them. When Chaudhary Charan Singh was in power, he raised slogans for farmers and organised Kisan rallies and this Government has also done the same thing but the rich are becoming richer and the plight of farmers is going from bad to worse.

I am not speaking on behalf of any party, and, being an independent Member, I would request you that the policy which would be announced in this regard should be implemented in toto.

19.00 hrs.

[English]

SHRI E. AYYAPU REDDY (Kurnool) : Mr. Deputy Speaker, Sir, I shall not take

much time, but I cannot avoid making a mention of certain hard facts. A cup of milk costs Rs. 6; a single plantain costs Rs. 3; a piece of *idli* costs Rs. 3; a plate of soup costs Rs. 25; a sumptuous meal costs Rs. 1400; all this in five-star hotels in India, which are overcrowded. The same identical articles in a village cost 50 paise, 30 paise, 40 paise and 80 paise. This is the disparity. Now, these hard facts remind that the disparity between the urban incomes and rural incomes has been growing. It was 1 : 2 about fifteen years ago; now it is more than 1 : 8. Just to illustrate this, if we take the bank accounts of all the banks, we find that rural indebtedness has grown very steeply during the last twenty to thirty years. Facts speak for themselves.

Above all these things, I would like to mention about one social phenomenon. Today, nobody is prepared to give his daughter in marriage to a peasant or an agriculturist, even if he belongs to any class, rich or poor. If one says that he is a decent peasant, living in a village, the father of a daughter is not prepared to give her in marriage to him. This is the social phenomenon that is taking place today.

Unfortunately, the *Kisan* belongs to an unorganised lot. No doubt, we have great *Kisan* leaders and Prof. Ranga is here. But unfortunately, the *Kisan* belongs to an unorganised lot and the trade in agricultural produce is in the hands of trading community. All crop-based industries are again with industrialists or with the trading community. So, my humble request is that the Government should adopt a policy by which the *Kisan* is able to organise himself. Encourage organisation of the *Kisans* so that they are not exploited and they are able to protect themselves.

My next suggestion is that so far as the agro-based industries are concerned, please see that the *Kisan* has got a determining say in starting these industries or in the manufacturing process or ownership of these agro-based industries.

This is my second suggestion. So long as the trade and industry relating to agricultural products are in the hands of a third party, the *Kisan* stands exploited.

Coming to my own State, we have been requesting the Union Government to allow us to procure rice ourselves, so that the overhead charges which the Food Corporation of India is incurring, can be avoided. We have offered to procure the paddy at a cheap price with no overhead charges. We say we will pay better price to the producer and supply it cheaper at a subsidised rate to the *Kisans*. Instead of allowing a monopoly in procurement to the Food Corporation of India, I request the hon. Minister to consider this proposal. Wherever a State Government comes forward or procure paddy or grain and other agricultural produce, it must be allowed to do so, so that there is healthy competition between the State Government's procuring agencies and the Food Corporation of India. We will also be able to find out as to who is able to do better and more efficiently.

Then Sir, with regard to cotton, I have been a member of the Cotton Corporation of India, ten years ago. The prices of cotton fifteen years ago, were between Rs. 400 to Rs. 700 per quintal for various varieties of cotton. Now, the prices are the same during the last fifteen years. This year, unfortunately, they have crashed down.

The Cotton Corporation of India's agencies are there. But so far as the State of Andhra Pradesh is concerned, the role which they adopt is thoroughly disappointing. Not only disappointing; it is one which gives room for people to say: 'Let the Cotton Corporation not be there. Let it be wound up.' What is happening is that when the support price announced for cotton is about Rs.550/—, even the Cotton Corporation's agencies are colluding with the local merchants and trying to classify cotton into various grades. The agent tries to say: 'Your cotton is of the poorest quality; therefore, I am not in a position even to pay Rs.200 or Rs. 300 per quintal.' So, having drought cotton all

[Shri E. Ayyapu Reddy]

the way from the villages, the kisan is compelled to sell his cotton at a throw-away price to the Corporation or the third party merchant, and take the unremunerative price which is put into his hand. This is the position.

So far as export and import are concerned, the kisan has no say at all. We do not know why you are importing agricultural products which could be produced here, e.g. edible oils, sugar, cotton, jute all these things which can be manufactured from out of the agricultural produce here, are imported, with the result

that our kisan is not able to get remunerative prices. So far as import—export policy is concerned, the kisan lobby or the kisan's representative must be there. He must be given an opportunity to state his own interests; and there must be somebody to protect his interests.

MR. DEPUTY SPEAKER : The House now stands adjourned, to meet again tomorrow at 11 a.m.

19.07 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday November 22, 1985 Agra-hayana 1, 1907(Saka).