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Thursday, March 13, 1986

Phalguna 22, 1907 (Saka)

LOK SABHA DEBATES

(English Version)

Fifth Session
(Eighth Lok Sabha)



(Vol. XIV contains Nos. 11 to 20)

LOK SABHA SECRETARIAT
NEW DELHI

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LOK SABHA DEBATES

1

LOK SABHA

Thursday, March 13, 1986/
Phalguna 22, 1907 (Saka)

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

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

[English]

Working of A.I.I.M.S.

*264. SHRI C.P. THAKUR : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the steps she is taking to improve the working of the All India Institute of Medical Sciences, New Delhi ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : A statement is given below.

Statement

The working of the AIIMS, a statutory, Autonomous Body, is constantly reviewed by its Governing/Institute Bodies. All necessary steps are taken from time to time to improve its functioning with a view to ensuring that it fulfils the objective for which it was established.

Some of the specific steps taken in the recent past to improve the working of the Institute, *inter alia* include :

2

(a) With a view to removing congestion and reducing the waiting period of patients suffering from cardiological and Neurological disorders, additional funds to the tune of Rs. 300 lakhs were provided during the current financial year for making the Cardiothoracic & Neurosciences Centres functional; with the completion of the Centres, 180 beds alongwith intensive care facilities would become available in each of these Centres.

(b) With the completion of additional wings of Dr. R.P. Centre for Ophthalmic Sciences during the current financial year, the total bed strength of the Centre will increase from 227 to 300.

(c) A total body CT Scanner is being installed and likely to be commissioned shortly. This will further facilitate diagnostic services.

(d) A Centralised Accident and Trauma Services Centre is being set up under the aegis of AIIMS to attend to accident cases and provide service to the injured starting at the site of the accident.

(e) Hospital Laboratory Services have been re-organised and a Professor of Clinical Pathology has made Incharge of these services. Besides enhancing the reliability of tests, it will also cut delays in investigations.

(f) As against an outlay of Rs. 16 crores during the Sixth Plan, the Institute has been provided a Plan outlay of Rs. 27 crores in the 7th Plan and an additional Rs. 5 crores for the establishment of a Centralised Accident and Trauma Centre.

(g) The pay scales of the faculty were revised upwards and an Assessment Promotion Scheme for Lecturers and Assistant Professors was introduced with a view to providing incentive to the faculty.

(h) The Government approved a scheme in 1984 for cadre review of Group B, C & D cadres to provide relief to the employees stagnating for long periods in the absence of promotional avenue and more than 1800 employees were benefited under the scheme.

SHRI C.P. THAKUR : This Institute was established as an apex organisation with a view to teaching doing research and giving training but it has not served that purpose. There is a complaint by different groups of people including MPs on this. Does the Government think that either it should be strictly a referral hospital or establish some satellite hospital in those specialities in which there is a great rush in Delhi or round about ?

SHRI S. KRISHNA KUMAR : The question of treating the All India Institute of Medical Sciences as a purely referral hospital has been examined by the Ministry from time to time, though the AIIMS Act does not stipulate that it has to be a referral hospital. One of the Review Committees engaged by the Government had recommended in 1981 that it be treated as a referral hospital. But the Estimates Committee of the 7th Lok Sabha in its 53rd Report pointed out the serious difficulties that will be faced by the citizens of Delhi if AIIMS is made a referral hospital without building first the peripheral zonal facilities in the city. It is, therefore, the considered opinion of this Ministry that this is not an opportune time for treating this Institute as a strictly referral hospital.

SHRI C.P. THAKUR : The Hon. Minister did not reply whether there should be some satellite hospital established in those specialities where there is a great rush.

MR. SPEAKER : That is what he has said.

SHRI C.P. THAKUR : No Sir, what he said was about referral hospital. I want to know whether there will be some satellite hospitals in those specialities where there is a great rush.

SHRI S. KRISHNA KUMAR : The Delhi Administration is in the process of setting up nine peripheral hospitals in different specialities, upgrading seven polyclinics and giving speciality facilities to 27 dispensaries in the periphery of Delhi. This process is expected to be completed at the end of 1987, and probably at that time it will be opportune to think of converting AIIMS into a referral hospital.

SHRI C.P. THAKUR : Regarding the mode of admission in this Hospital—it is a unique thing which is nowhere in the world—the patients needing surgery are told that unless they bring four or six units of blood they will not be admitted. This is done nowhere in the world. There must be some change in the mode of admission in this Hospital because this is causing a great hardship there is a great racket—and the patients have to pay three to four thousand rupees to procure the blood.

SHRI S. KRISHNA KUMAR : We will look into this matter.

MR. SPEAKER : There seems to be some anomaly in this question. It has been stated "Will the Minister of Health and Family Welfare be pleased to state the steps "she" is taking to improve the working of the AIIMS". Why is "he" replying ?

(Interruptions)

PROF. K.K. TEWARY : I have great admiration for the Minister Madam Kidwai and her deputy Shri Krishna Kumar who have tried their best to improve the conditions of hospitals in Delhi. I must say frankly that the question of Institute of Medical Sciences is not whether it is a satellite hospital or a referral hospital. The real question is the stupendous wantonness, indifference of doctors, sheer mismanagement and in the name that it is a prestigious institution, all kinds of irregularities are being permitted.

I will give an example which I have also brought to the notice of the Minister. There was a patient who was utterly precarious. I took her to the hospital. The condition of the doctor was that unless I come with blood she will not be admitted. Commonsense says that after admission of patient the tests are carried out and then operation decided. She was not admitted for five-six days. I brought it to the notice of the Minister. She intervened and after that only she was admitted. I would suggest a high level probe into the utter inefficiency wantonness and callousness of doctors in the AIIMS. I would urge the Minister—this is the mood of the House also—that the Institute must be subjected to an inquiry.

[Translation]

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : Mr. Speaker, Sir, I agree there might have been lapses in one or two cases, but I do not agree that all kinds of irregularities are being committed there; everything is going wrong over there. This is a prestigious Institute...

PROF. K.K. TEWARY : You get an inquiry conducted into its working.

MR. SPEAKER : I think, a lot of overcrowding is there.

SHRIMATI MOHSINA KIDWAI : With a view to reducing the overcrowding, we have recently allocated Rs. 3 crores more for Neuro-Science and Cardiology Department in which new operation theatres are being built. It is also clear from all these complaints that this is a prestigious institution. The people from all over the country come here. It is our endeavour to see that overcrowding is reduced. This Institute was started as a referral hospital, but it could not confine its working to that. 30 per cent of Delhi patients visit this hospital for treatment and, therefore, some lapses are bound to be there.

Tewaryji has just now mentioned about blood. In this connection I can say one

thing that blood is not a commodity that can be produced in a factory. Blood forms in a human body. It is taken from the human beings and is transfused in the human bodies. Blood is not purchased from the market by the Medical Institute. It comes through donation. That is why the relatives of the patients are advised to make their own arrangement for blood. If a case is very serious, the patient is admitted and given blood transfusion. Later on, they replace it through blood donation. Thus, these difficulties are faced in such cases, but it would not be proper to say outrightly that no good work is being done there. The good work being done there should be appreciated.

[English]

MR. SPEAKER : I would like to bring to your notice one personal experience. Once I went to the O.P.D.

[Translation]

It was during summer. You get the conditions improved a little. Even a healthy person can fall sick there. Even exhaust fans were not working and it was difficult to stand there. Such was the suffocating atmosphere there.

[English]

I have tried to take up that matter but for future it must be corrected.

[Translation]

At least exhaust fans should work properly.

[English]

PROF. MADHU DANDAVATE : Sir, the other complaint of Prof. Tewary is that victims of terrorism do not get proper treatment in the hospital.

MR. SPEAKER : Terrorised by whom!

SHRI D.N. REDDY : Sir, in view of the extreme dilution by the admission of all sorts of cases in AIIMS, specialists are not able to concentrate on the really

complicated special cases admitted in the hospital. If so, will the Government take immediate measures to divert ordinary cases to other hospitals and also advise the State Government to have at least one super speciality wing in each city so that complicated cases requiring immediate attention are looked after well as dilution of the super hospitals will seriously affect all such serious diseases?

SHRI S. KRISHNA KUMAR : Sir, the difficulties of making this Institute a strictly referral hospital were earlier stated by me. About 30 per cent of the people came from outside Delhi and even within Delhi the people have the habit of visiting one hospital after the other. Almost 33 per cent of patients come to AIIMS after visiting at least two hospitals. This is the finding of a study. This is public issue. The public will be put to inconvenience. However, the suggestions of the hon. Member will be considered.

Supply of medicines for C.G.H.S. dispensaries

+

***265. SHRI BANWARI LAL BAIRWA :**

SHRI VIJAY N. PATIL :

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

(a) the budget provision for purchase of medicines for all systems of medicines for C.G.H.S. during 1985-86;

(b) how much actual expenditure has been incurred during the first nine months of 1985-86;

(c) the reasons for short supply of medicines in the C.G.H.S. dispensaries; and

(d) what remedial steps Government propose to take to meet such shortages of medicines?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE

(SHRI S. KRISHNA KUMAR) : (a) and (b) The budget provision for purchase of medicines of all systems for CGHS and actual expenditure incurred during the first nine months of 1985-86 is as under :—

Budget prov. 1985-86	Expenditure upto Dec., 1985
13,49,27,000/-	6,05,18,900/-

(c) and (d) CGHS is procuring all its medicines included in the CGHS Formulary from the Medical Store Organisation. By and large, the drugs and medicine listed in the CGHS Formulary are available in the dispensaries. In the event of non-availability of any specific medicine the same is procured from authorised Local Chemists M/s. Super Bazar and supplied to the Beneficiaries.

[Translation]

SHRI BANWARI LAL BAIRWA : The hon. Minister has replied to the question in a strange manner. He has not stated as to how many systems of medicine are being practised and how many medicines they are purchasing under different systems separately. The budget provision for purchase of medicines of all systems was rupees thirteen crores forty nine lakhs and twenty seven thousands and during the period of nine months they have purchased medicines worth rupees six crores five lakhs eighteen thousand and nine hundred only and thus an amount of Rs. 7.5 crores has been left for the remaining three months. I would like to know whether during this period the incidence of diseases has fallen leading to a lower demand for medicines or the medicines have become cheaper? They do have the medicines, but the funds have not been spent?

One thing I want to know, especially, is that the cases of reaction of allopathic medicines have become very common nowadays. The nature of these complaints is that the reaction takes place abruptly leaving no time for providing alternative medical facility.

MR. SPEAKER : You should take Ayurvedic medicines.

SHRI BANWARI LAL BAIRWA : *Hikmat* (Unani) is one such system of medicine which has no danger of any reaction, but there is no provision for its medicines under C.G.H.S. May I know the reasons therefor?

[English]

SHRI S. KRISHNA KUMAR : As regards the first supplementary, though the budget provision is for about Rs. 13.5 crores, only about Rs. 6 crores have been spent. This is only an accounting figure. There is a time lag between the use of medicines and the payment. I would like to assure the hon. Member that not only the budget provision would be fully spent by the end of the year, the expenditure is likely to exceed by Rs. 3 to 4 crores.

Secondly, there are very specific areas of demarcation within various systems of medicine depending on the diseases and therapeutic efficiency of the method and we have almost all the medicines. In allopathy 87 per cent of the medicines are available with us; in homeopathy 97 per cent, in Ayurvedic 95 per cent and in Unani 56.5 per cent. We are giving equal importance to all the systems of medicine to the extent to which they are relevant.

[Translation]

SHRI BANWARI LAL BAIRWA : I want to know the quantum of medicines purchased from foreign companies and that from the local companies separately?

[English]

SHRI S. KRISHNA KUMAR : There is a regular system of purchase through the Government Medical Stores and there is a prescribed procedure; they follow the DGSD rules. There is procedure for the registration of firms. Quality is checked. Also, hundred per cent quality test is done before the medicine are distributed to the CGHS dispensaries.

[Translation]

DR. PRABHAT KUMAR MISHRA : Through you, I would like to draw the attention of the hon. Minister to the fact that the number of cases of reaction on administration of medicines is high because the medicines purchased by the C.G.H.S. are not scientifically approved by the pharmaceutical concerns. As stated by you, more and more people are taking to Ayurvedic medicines because the incidence of reaction in the case of allopathic medicines is more. I would like to know if Government have any pharmacy of its own which can supply quality medicines so that the medicines accordingly to the prescribed norms could be made available to the people? I would also like to know whether the Medicines are purchased according to a set procedure and under some norms or whether these can be purchased from any medicine shop or pharmaceutical concern?

[English]

SHRI S. KRISHNA KUMAR : Sir, there is a Committee under the chairmanship of the Director General of Health Services in which specialists are included and they purchase the medicines after a great deal of technical deliberations. The insinuations are too general. If there is any spurious or sub-standard medicine in any dispensary, we will take not only corrective but also disciplinary action.

[Translation]

SHRI MOOL CHAND DAGA : Thank you for giving the name of the company and for setting up a committee. Now kindly tell whether medicines are not purchased from sub-standard companies for profiteering in spite of the fact that the quality medicines are available from the Standard Companies? It is not because of this that reaction takes place? Have you ever conducted any inquiry into it? It is a general complaint that though medicines in sufficient quantities are available with the standard companies, you do not make purchases from them just to earn profit.

Secondly, I would like to know the

composition of your committee and the names of its Members ?

SHRIMATI MOHSINA KIDWAI : I shall send the complete list of the companies to the hon. Member. The Committee is headed by the Director General with some doctors as its members. If Ayurvedic medicines are purchased, it is done on the advice of a panel of advisers. Similarly, there are advisers for Unani medicines also.

Medicines are purchased from standard companies registered with us. If you could give me a specific case, then I can tell you what was the reaction, it cannot be explained in general.

SHRIMATI KRISHNA SAHI : When she was not the Minister she was also of the view that the medicines were sub-standard.

MR. SPEAKER : Has she become inactive after becoming the Minister ?

SHRIMATI KRISHNA SAHI : Mr. Speaker, Sir, I have a medicine with me which carries no name on it. We are given thousands of such tablets from C.G.H.S. Dispensary, P.H. Annexe which carry no names on them. It is a fact. We complain there that it is wrong, but nothing happens. We complete the formality of discussing the matter here. I want to know whether the hon. Minister is aware that tablets carrying no names on them are given ? How dangerous it would be if such a tablet gets mixed up with some other tablets at home ! Will the hon. Minister make such an arrangement whereby only those tablets which carry their names on them are only issued from the dispensaries ?

SHRIMATI MOHSINA KIDWAI : The hon. Member's has asked a very good question. I want to tell her that when I assumed charge of my Ministry I had also raised this point that it was not proper to issue medicines which did not carry their names on them and that only those medicines should be issued which carry their names on them because it is not proper to issue medicine which neither carry its name on it nor any date of expiry. How can the

patient know about the date of its expiry. We have decided that most of the medicines should be issued in packages which have the date of expiry etc. on it.

PROF. MADHU DANDAVATE : Expiry date of the tablet or the patient ?

SHRIMATI MOHSINA KIDWAI : Why should the hon. Member say so ? Now, out of 93 items, we are issuing 46 items in sealed packages so that the patients could know about its date of expiry, etc. and they could get proper medicines. Some medicines are issued without any package. The second point raised by the hon. Member was about the standard medicines. In this regard, I would like to say that whenever such complaints are received, they are inquired into and every effort is made to ensure that such medicines do not find their way to C.G.H.S. dispensaries.

(Interruptions)

[English]

SHRI DINESH GOSWAMI : The hon. Minister has stated that instructions have been issued that only sealed medicines should be maintained. But even now, the dispensaries are keeping the medicines in a very disorderly manner and we have all experiences that after purchasing medicines from these C.G.H.S. dispensaries, later on we have to go to an approved medical chemist to get medicines. Therefore, may I know when these instructions are going to be effected because I do not think that the instructions have been properly effected as yet ?

SHRIMATI MOHSINA KIDWAI : Sir, from this year, we have instructed all the dispensaries that they should purchase only the sealed medicines. So you will get them in strips—the tablets.

(Interruptions)

[Translation]

SHRI P. NAMGYAL : Mr. Speaker, Sir, this is a fact that medicines are not available even for the M.P.s. and I can prove it. One has to take 4 to 5 rounds

to get medicines.

MR. SPEAKER : They are scared of it lest the medicine should produce reaction; that is why they do not issue medicines.

SHRI RAJ KUMAR RAI : Sir, even the M.Ps. do not get medicines so much so that many a times I have to go to Lucknow to get medicines.

MR. SPEAKER : Do you want that we should fall sick in Lucknow.

(Interruptions)

MR. SPEAKER : Enough of it; it is over now.

[English]

Allocation for Education in Seventh Plan

+

*267. SHRI SOMNATH RATH :

SHRI N. VENKATA RATNAM:

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

(a) whether the Education Ministers of Andhra Pradesh and Orissa asked for 15 per cent of the Education Budget in the Seventh Plan;

(b) the percentage of allocation made for these States; and

(c) what are the percentages of provision for Education made for other States, and the basis for higher/lower percentage in the case of these States ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) At the Conference of State Education Ministers held at New Delhi on January 23rd & 24th 1986, the Education Minister of Andhra Pradesh made a plea to the Centre to earmark at least 15% of its Budget on education.

(b) Outlays for education in the State plans of Andhra Pradesh and Orissa are 4.0 per cent and 6.5 per cent respectively of the total State Plan outlays for the Seventh Plan period.

(c) A statement showing percentages of the provisions for education made by the states is given below. State Plan provisions for education and other sectors are determined by the Planning Commission, in consultation with the States, in the light of available resource and the relative inter-sectoral priorities.

Statement

Percentage of Budget Quotity on education of State Government

State	Percentage of allocation for Education in the total State Plan in Seventh Five Year Plan.
1. Andhra Pradesh	4.01
2. Assam	9.52
3. Bihar	6.29
4. Gujarat	1.75
5. Haryana	5.56
6. Himachal Pradesh	6.16
7. Jammu & Kashmir	5.90
8. Karnataka	3.71
9. Kerala	3.48
10. Madhya Pradesh	3.03
11. Maharashtra	3.09
12. Manipur	8.63
13. Meghalaya	7.50
14. Nagaland	6.50
15. Orissa	6.50
16. Punjab	3.41
17. Rajasthan	7.21
18. Sikkim	12.18
19. Tamil Nadu	5.35
20. Tripura	6.74
21. Uttar Pradesh	3.18
22. West Bengal	7.76

SHRI SOMNATH RATH : Mr. Speaker, Sir, I want to know from the hon. Minister as to what amount has been actually allocated in the Seventh Five Year Plan on education for the State of Orissa.

SHRIMATI SUSHILA ROHATGI : The amount in the Central and State Plans combined together during the Seventh Five Year Plan is Rs. 6383 crores. Therefore, I would like to say that Orissa's proposed State Plan constitute 8.3 per cent of the Seventh Plan that is what it was proposed. But the proposal approved is equal to 6.50%. That is what emerged out of it.

SHRI SOMNATH RATH : The hon. Minister did not reply to my question as to what percentage was demanded by the Education Minister, Orissa. Further, Orissa happens to be a very backward State. Will the Minister be pleased to provide a decent amount for this State, for upliftment of the people mostly backward — Harijan and Adivasi to achieve the objective of the Human Resources Development ?

SHRIMATI SUSHILA ROHATGI : I quite appreciate and I fully sympathies with the view of the hon. Member that Orissa is one of the educationally backward States, among the other nine totally backward States. Some assistance has been given under the centrally sponsored schemes by the Centre. And here we find that under non-formal education, the ratio between the States and the Centre is 50:55 but for increasing the enrolment of girls, this proportion has been increased to 90% by the Centre and 10% by the States. For the appointment of women teachers, the ratio has also been liberalized, i.e. 80% by the Centre, and 20% by the State; and specially for encouraging voluntary organizations to help in the process of human resources development including education, it is 100% total grant by the Centre.

[Translation]

SHRI D.P. YADAVA : Mr. Speaker, Sir, the Centre may allocate as much fund as it likes but I would like to ask a humble question from the hon. Minister that to what extent the funds were used or misused

after their allocation ? Will the hon. Minister evolve a Central scheme to review and monitor it ? I want to know whether a study would be conducted to know whether the funds allocated have been properly utilised or not ?

SHRIMATI SUSHILA ROHATGI : Sir, the hon. Minister had been a Minister himself and he has raised a very good question...*(Interruptions)*

MR. SPEAKER : That is why he could do so.

SHRIMATI SUSHILA ROHATGI : With regard to utilisation of funds, I shall say that though it is on the concurrent list, yet the cooperation of the State Governments for its implementation is needed...*(Interruptions)*...

If you could excuse me, I shall complete my reply. There is no doubt that review should be made at times, we had been doing it and it would be needed in future as well. All these aspects were considered in the Education Ministers' Conference which was held recently. With regard to the New Education Policy, we want to ensure effective monitoring so that utilisation or misutilisation of funds could be watched.

SHRI HARISH RAWAT : Mr. Speaker, Sir, I would like to know from the hon. Minister the amount of funds provided in the Seventh Five Year Plan for Uttar Pradesh where the rate of literacy is the lowest. Are these funds in conformity with the demand made by the State ? If not, what are the reasons therefor. The allocation in respect of Uttar Pradesh for the Seventh Five Year Plan has been slashed.

SHRIMATI SUSHILA ROHATGI : Sir, this is true that Uttar Pradesh is a backward State and a lot of work is required to be done in that State. This much I must tell you that apart from Central Sponsored Schemes, our percentage of budget allocation for Human Resource and Education had shown a downward trend during the Sixth Five Year Plan, but now it has been raised for the Seventh Plan, although we have not been able to

get as much allocation as we had asked for.

SHRI HARISH RAWAT : What is the reason for allocating the lowest amount to Uttar Pradesh ?

MR. SPEAKER : Why do they have more population.

SHRIMATI SUSHILA ROHATGI : Uttar Pradesh certainly needs more because their population is the highest as compared to that of other States.

[English]

SHRI PRIYA RANJAN DAS MUNSI : May I know from the hon. Minister, what are the actual yardsticks besides the Plan allocation on education—is it backwardness, illiteracy or the size of the population and also whether, in the 7th Plan period the Minister will consider a proposal to make education free for all women, upto Class XII ?

SHRIMATI SUSHILA ROHATGI : The first part is accepted. In addition to that, there are the availability of the resources, and the priorities given by the State. Governments and the Planning Commission's formulations as well. He spoke about free education for women we are totally with them, but the question is whether it is absolutely possible right now to do it, though the Prime Minister has already spoke about it, and we have taken certain measures in that direction.

Restricted sale of platform tickets at Delhi, New Delhi and Hazrat-Nizamuddin Railway stations

*269. **DR. B.L. SHAILESH :** Will the Minister of TRANSPORT be pleased to state :

(a) whether the Northern Railway has recently taken a decision to restrict the sale of platform tickets at Delhi, New Delhi and Hazrat-Nizamuddin Railway stations during the peak periods from 06.00 hrs. to 08.00 hrs. and 16.00 hrs. to 18.00 hrs.;

(b) if so, the reasons therefor;

(c) the number of complaints received from the general public in this regard;

(d) the details of loss of revenue by restricting the sale of platform tickets; and

(e) whether it is likely to be made permanent ?

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

(b) With a view to ease congestion on the platform during peak hours.

(c) No written complaints were received. However, the measure was not very popular with the travelling public.

(d) The earning from sale of platform tickets during this 10 day period was less by Rs. 5,160/- as compared to the corresponding 10 day period of last year.

(e) No, Sir.

[Translation]

DR. B.L. SHAILESH : Mr. Speaker, Sir, the hon. Minister is forthright in his reply that he has received no complaint from the public. If he was to introduce such a measure, the public should have been informed that such an arrangement was going to be introduced for 10 days so that the public would not have been put to inconvenience. You have created problem for the passengers by abruptly withdrawing the previous system, because women and children go up the railway platform to receive as well as see off the passengers. But you did not think of the inconvenience the new arrangement was likely to cause them. Here, you have replied in a very forthright manner that no complaint has been received from the public. Will the hon. Minister assure the House that such a situation will now be allowed to be created in future ?

SHRI MADHAVRAO SCINDIA : Such a situation will not arise in future and if at all a need for it is felt a similar situation develops again, we shall review it so that the travelling public is put to least inconvenience.

[English]

SHRI ASUTOSH LAW : What is the meaning of restriction? How will you distinguish a person who is a real attendant or not? Will it not be a discrimination between a man and man? Has the Government evolved any formula to find out who is a real attendant and who is not?

SHRI MADHAVRAO SCINDIA : As the measure has been discontinued, the formula has also been discontinued.

Work done in Hindi in Indian Airlines

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27 • **SHRI DHARAM PAL SINGH MALIK :**

SHRI SUBHASH YADAV :

Will the Minister of TRANSPORT be pleased to state :

(a) the kind of work done in Hindi in the various offices of Indian Airlines in the head quarters as also in its regional/zonal offices and various booking and reservation offices in the country; and

(b) the steps taken to promote Hindi in Indian Airlines?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) All communications received in Hindi are being replied to in Hindi. All forms which are to be used by the public are available bilingually and are acceptable in Hindi. Procedural literature of Indian Airlines is progressively being translated and printed bilingually.

(b) Indian Airlines is constantly endeavouring to implement the provisions of the Official Languages Act, 1963 (as amended) and also the Official Languages (use for official purposes of the Union)

Rules, 1976 and various other instructions issued by the Central Government for progressive use of the Official Language. A time-bound programme is prepared every year to introduce Hindi progressively in day-to-day working. Necessary arrangements for teaching Hindi to non-Hindi knowing employees are made and cash incentives are given to those who pass such examinations. Hindi Workshop Training Programmes are conducted regularly for the benefit of Hindi knowing employees and they are urged to do their official work in Hindi.

[Translation]

SHRI DHARAM PAL SINGH MALIK : Mr. Speaker, Sir, in reply to part (a) of my question, the hon. Minister has stated that all communications received in Hindi are being replied to in Hindi and all forms which are to be used by the public are available bilingually and are acceptable in Hindi. Procedural literature of Indian Airlines is progressive by being translated and printed bilingually. But the hon. Minister has not clarified in his reply how the letter received by them in Hindi are being replied to? Is there any record maintaining duplicate copies of those letters in their office or not? I do not have information about it. Secondly, may I know the time by which the translation of procedural literature in Indian Airlines would be completed. Besides, I have noticed that though the tickets of Indian Airlines are printed bilingually, yet the blank columns in the tickets are filled up in English only. In this connection, I would like to submit that by doing so, the very purpose of progressive use of Hindi is defeated and at the same time the officials directives are also violated. Therefore, I would like to know from the hon. Minister what action has been taken or is being taken or is proposed to be taken against those who fill up the Hindi Columns in English?

SHRI JAGDISH TYTLER : Sir, a record is kept in respect of the letter which is replied to. I am not aware of it that Hindi columns are filled up in English as the hon. Member has said. I shall look into it and shall take necessary action

if required.

SHRI DHARAM PAL SINGH MALIK : Mr. Speaker, Sir, my second supplementary is about the computer sets. The questions and answers in these computers are always in English. I want to know from the hon. Minister whether he proposes to instal Hindi Computers also in Indian Airlines or not ?

SHRI JAGDISH TYTLER : Sir, if a computer is developed in Hindi, we shall certainly consider it.

... (Interruptions) ...

SHRI HARISH RAWAT : Mr. Speaker such computer has already been manufactured. C.M.C. has developed this computer named "Lipi", which is a multi-lingual.

[English]

SHRI R.P. DAS : Sir, our general experience is that both English and Hindi are being used in the airports in India. But Hindi, although it is spoken in the airports, by the different people, and by the officers, it is not taken up into the books. I would like to know from the Minister whether 25 to 35 per cent of the total work is being done in Hindi in the airports, and whether the local languages such as Bengali, or Marathi or Gujarati or Tamil also are being used — they can be used actually — for calling the passengers and other matters. If the answer to this question is categorical, I would like to know whether the local language can be used in the airports in India. Hindi, of course, is the official language of the country and at present Hindi and English both are being used for official purpose.

Hindi is, no doubt, the official language of the country. There are provisions under the Official Languages Act, for its propagation. Still Hindi is not a developed language. There are four different groups of languages. There are more than fifteen hundred languages and dialects and we cannot expect that every language and dialect has to be developed like the official language.

MR. SPEAKER : He has already replied to this question.

SHRI P. KOLANDAIVELU : For the promotion of Hindi, allocation is being made in the Budget but not for any other Language. Even Indian Airlines and Air India are doing it. But I would like to know from the hon. Minister whether any such provision will be made for other languages also, or whether any such allocation can be made by the Indian Airlines and Air India.

MR. SPEAKER : This question is about the national language of India. That is something different.

SHRI P. KOLANDAIVELU : It is becoming a two-language formula.

MR. SPEAKER : Sir, the three language formula is separate.

SHRI P. KOLANDAIVELU : All languages have been recognised in the Constitution.

[Translation]

SHRI RAJ KUMAR RAI . Mr. Speaker, Sir, English is used extensively in the Indian Airlines as compared to Hindi. Hindi is our national language.

MR. SPEAKER : The use of Hindi will increase gradually.

SHRI RAJ KUMAR RAI : If you happen to give a ring to the Indian Airlines, the response comes — Good morning, Indian Airlines. It gives the impression as if we are sitting in a foreign country. There is a inferiority complex among Hindi speaking people that the people think that they do not know English and that since they know Hindi, they know nothing and they cannot speak English fluently. Will the Government consider checking this tendency? Will our hon. Minister, who is no less a Hindi lover, make such an arrangement whereby the entire work in the Indian Airlines is done in Hindi. Let it be in English only if it cannot be done in Hindi. But when the beginning is made in English itself, it gives the imp-

ression as if it is being under some pressure.

SHRI JAGDISH TYTLER : I shall look into it.

[English]

Planning Group for Formulating a Perspective Plan for Shipping

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

(a) whether Government have taken decision to implement the shipping Code laid down by UNCTAD;

(b) whether Government propose to enforce cargo reservation for Indian Shipping Companies;

(c) whether Government have enforced containerisation;

(d) whether a Planning Group has been appointed for formulating a perspective plan for shipping; and

(e) if so, the particulars of the Group Members ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) Government have in principle taken a decision to bring in legislation to implement the UN Convention on Code of Conduct for Liner Conferences. The main objective of the legislation will be to ensure that upto a level of 40% of foreign trade of India carried by liner ships is carried on Indian flag vessels.

(c) Government have extended full support to containerisation including setting up of port facilities for container handling development of Inland Container Depots and acquisition of cellular container ships.

(d) and (e) The Composition of Planning Group set up by the Planning Commission on 18.12.1985 to prepare a perspective plan for shipping is given below in the statement.

Statement

The composition of the Planning Group on Shipping is as follows :—

- | | |
|--|-------------|
| 1. Shri L.M.S. Rajwar,
Chairman, Shipping
Corporation of
India. | ...Chairman |
| 2. Shri Vasant Sheth,
Chairman, Great
Eastern Shipping
Company of
India. | ...Member |
| 3. Dr. H.B. Desai,
Indian Institute of
Foreign Trade,
Delhi | ...Member |
| 4. Dr. A.K. Malhotra,
Member, Oil
& Natural Gas
Commission | ...Member |
| 5. Dr. D.P. Ghosh,
Department of
Naval Architecture,
I.I.T. Kharagpur. | ...Member |
| 6. Rear Admiral
Kishan Dev
Ex-Chairman, Shipping
Corporation of
India. | ...Member |
| 7. Shri M.R. Shroff,
Economist,
Bombay. | ...Member |
| 8. Shri V.D. Chowgule,
Chairman, Chowgule
Shipping Company. | ...Member |
| 9. Mrs. Ishar Judge
Ahluwalia,
C-II/83, Motibagh,
New Delhi. | ...Member |
| 10. Director General
(Shipping)
Bombay. | ...Member |

SHRI H.M. PATEL : I am glad that the Government is proposed to bring for-

ward a Bill to implement the UN Convention on Code of Conduct for Liner Conferences. Will the Minister kindly say by what date this Bill will come before the House; because the shipping industry is in a great recession? The sooner the Bill is brought and made into an Act, the better it will be.

SHRI RAJESH PILOT : Government is very much concerned about the Health of this industry and we are in the process of formulating a Bill which will be before the House very soon.

SHRI H.M. PATEL : What prevents Government from introducing it during this session?

SHRI RAJESH PILOT : We are checking up some of the legal points. It will be brought before the House very soon. There are legal things which are being checked up. The hon. Member himself was the Finance Minister. Most of the problems come from that direction.

PROF. MADHU DANDAVATE : Let H.M. Patel clear it from its respective effect.

SHRI H.M. PATEL : The Minister has said that the planning group has been appointed in December. Has it been indicated by what date it will submit its report again having regard to the situation?

SHRI RAJESH PILOT : The hon. Member seems to be very keen to get the dates. I may tell the House that Government is very keen to have a decision taken soon on this industry, because for the last 7 or 8 years recession has been going on in this industry. Government's concern can be judged from the fact that we are coming up with a legislation as soon as possible. But I feel that exact date and time I will not be able to give.

SHRI H.M. PATEL : I am grateful that Government is taking up this matter with great concern and urgency. Recession has been going on for the last four years. Therefore, it is very important that this matter should be dealt with speed-

ily. When the planning group has been set up, surely it can be given a direction to submit the report within four or five months. I suggest that some such date be given to them. Similarly, even the law can be asked to prepare the Bill within certain date.

SHRI RAJESH PILOT : We have given to the group the intention of the Government and the urgency involved in it. I may assure the House and the hon. Member that being younger in age, I will do it faster than what the hon. Member expects.

SHRI SOMNATH CHATTERJEE : Forward and backward. The Government is going backward, Sir.

SHRI RAJESH PILOT : That is only in West Bengal.

SHRI G.G. SWELL : Sir, as far as I understand, the UNCTAD arrangement is that 40 per cent of the cargo is to be carried by the ships of the exporting countries and 40 per cent by the ships of the importing countries and 20 per cent by the cross carriage. I would like to know whether this has been practised, and if so, how far it has worked in practice, and if this is the agreement, then what is this planning Group expected really to do.

SHRI RAJESH PILOT : Sir, this was decided in the U.N. Liner Code System in 1974. Our Government ratified it in 1974. Some of the countries have agreed. We are following this but some of the countries still are not following this Liner Code System. The idea is to give a cargo support to our shipping industry and this is a must. What is happening today is that some of the countries, because they give cheaper rates and because their quotation becomes less in cost in comparison to other shipping companies, are making use of it. We are bringing a legislation so that it is implemented. The Working Group is also expected to give some suggestions on the line which we have received from other shipping experts and the people.

MR. SPEAKER : Shri Somnath Chatterjee.

SHRI RAJESH PILOT : Forward!

SHRI SOMNATH CHATTERJEE : We are trying to make you more forward but it seems to be a lost cause.

Sir, the Minister has admitted that the shipping industry is going through a number of years now and, I believe, he knows that some of the shipping companies have closed their offices also rendering the employees out of employment. I would like to know whether the Planning Group which has been set up for formulating a perspective plan for shipping, has been asked to go into this matter and whether any support is being thought to be given to the shipping industry when it is in recession. Even the Shipping Corporation of India was trying to close one of its main offices in Bombay but then the employees tried to agitate and they had to change their decision later on. So, I would like to know whether they have been asked to provide any relief to the employees and so to the shipping companies so that the employees also do not go out of employment when they are faced with serious problems during the recession.

SHRI RAJESH PILOT : Sir, to start with, when the hon. Member has asked this question, I must rectify my mistake which I did when the hon. Member Mr. Patel asked his question. We have given them the date as 15th June 1986. I did not notice that Regarding the second point at the hon. Member has raised, we are trying to categorise the companies which are really viable, which can regain their health with the help. We do feel that for the economy of the country, shipping industry is a very important sector. There are some companies which are not at all viable. There may be some companies which have not paid their instalments or their dues for some other period when the recession was on but there are some other companies which have not paid their dues even when there was no recession. Some companies have paid their dues in time but there are some companies which have really missed this opportunity and this privilege which has been given by the Government in the form of subsidy and other things. So, the whole study is on. The moment we come out with the correct information;

we can inform the hon. Member.

SHRI SOMNATH CHATTERJEE : There is a demand for nationalisation of the shipping industry. The employees are not to be blamed...(Interruptions)

MR. SPEAKER : Next question. Shri Sanat Kumar Mandal.

SHRI RAJESH PILOT : We are studying the total situation.

Government supervision on the working of private-run hospitals

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***272. SHRI AMAR ROY PRADHAN :
SHRI SANAT KUMAR MANDAL :**

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

(a) whether Government's attention has been drawn to the news item captioned "Man dies due to neglect at hospital" appearing in the Indian Express, New Delhi dated 14 February, 1986;

(b) if so, what steps do Government propose to take to exercise some kind of control over these privately-run hospitals; and

(c) the difficulties in the way of Government in framing legislation extending their overall supervision or check over the proper functioning of these hospitals?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c) The Government have seen the Press Report. The hospital concerned is run by a private charitable trust. According to the information furnished by them, the Government, there was no insistence on their part to get payment or obtain assurances for payment before treating the victim of the accident. The existing legislative provisions do not provide for any elaborate control mechanism to regulate the privately-run institutions. This matter is under review.

SHRI AMAR ROYPRADHAN : Mr. Speaker, Sir, by clubbing (a), (b) & (c) of the question altogether in the course of the reply, the hon. Minister has given an evasive reply. It is a fact that the authorities concerned with that particular hospital tried to conceal the facts. But it is also a fact that the unknown accident victim died after two hours at Moolchand Khajartiram Hospital, New Delhi, and the doctor did not touch his body before death. This is a fact. Would you kindly help us, the Members of the House, because we may also be victims of such private hospitals? Would you please set up a high level Committee to go through it and inquire into it, about the criminal behaviour of the hospital authorities.

SHRI S. KRISHNA KUMAR : Sir, the Delhi Administration has conducted an inspection and I was relating what was stated by that hospital. This hospital is registered under the only legislation by which we have any degree of control, that is the Delhi Nursing Home Registration Act. That Act deals only with registration and cancellation of registration of nursing homes in relation to certain facilities like accommodation, the technical competence of the personnel and equipment. It does not give the Delhi Administration any power to either inquire into or discipline or punish in relation to misdemeanor or gross negligence in the case of such institutions.

(Interruptions)

SHRI AMAR ROYPRADHAN : Mr. Speaker, Sir, if you go through question (c) you will find, "The difficulties in the way of Government in framing legislation." What is the difficulty in framing the legislation?

SHRI S. KRISHNA KUMAR : As the hon. Member is no doubt aware, this particular issue comes under List II of Seventh Schedule of the Constitution and it is a State subject. If two or three States get together and authorise the Central Government, it can be done. We are exercised over this problem, we are looking into all aspects of such a legisla-

tion, but Government is yet to take a view.

(Interruptions)

KUMARI MAMATA BANERJEE : Sir, we have a federal set up in our country. The Central Government is a mother and State Governments are children. Is it not the duty of the Central Government to look after all children, and specially that State which is physically handicapped, which could not protect the life of the new-born babies? I do not know whether the Government has any knowledge or not that two months before in West Bengal two new born babies had been snatched away from the State Government Hospitals, one from the Howrah General Hospital and the other from the Murshidabad Government hospital. So, I would like to know whether Government have any proposal to inquire into all these things and protect new born babies from the hands of the physically handicapped Government.

(Interruptions)

MR. SPEAKER : Next question.

(Interruptions)

KUMARI MAMTA BANERJEE : Sir, the Minister should give the reply, I seek your protection. Health is a Concurrent subject.

SHRI S. KRISHNA KUMAR : You can certainly write to the Central Government and as soon as a complaint is received in this regard, Certainly the Central Government can take up with the State Government.

PROF. N.G. RANGA : This is the complaint made on the floor of this House.

SHRI S. KRISHNA KUMAR : We shall look into this complaint.

(Interruptions)

High cost of Loading and Container Handling charges Affecting Trade

***275 SHRI MOOL CHAND DAGA :**

Will the Minister of TRANSPORT be pleased to state :

(a) whether the cost of loading and container handling charges in our ports are much higher than at some of the foreign ports which have affected our imports and exports;

(b) whether it is a fact that the maintenance of superfluous labour force with conventional gang strength at the ports has been found to be unsuitable for shipping;

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

(d) the steps taken to improve the working and with what results?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (d) A statement is given below.

Statement

(a) Most of the leading foreign ports do not have published tariff or include multiple services with composite tariff, which makes comparison with Indian ports difficult. It is to be noted also that the basis for levy of charges at some ports, which are in the same region as our Major Ports, are different from our pattern. In some of them the rates are highly subsidised and do not include the charges incurred by the shippers for availing of the services of privately owned machinery and equipment.

(b), (c) and (d) Cargo handling workers in Major Ports work in groups known as gangs. In most of the cases, gang strengths were fixed about three decades ago when techniques of cargo handling were not so developed and adequate mechanical cargo handling equipment were not generally available and as such more men were required in a gang. Since then, there have been lot of improvements in cargo handling techniques such as palletisation and containerisation and also adequate advanced cargo handling equipment have been provided. Working conditions have also improved. These changes highlight the need

for rationalisation of the gang strengths. As gang strengths are part of the piece-rate/incentive schemes, arrived at through settlements, for any review/rationalisation thereof consultation with the labour unions is necessary. Such consultations are being held by Port authorities from time to time.

[Translation]

SHRI MOOL CHAND DAGA : Mr. Speaker, Sir, whenever I ask a question, there comes the reply very often that a statement is laid on the Table of the House.

(Interruptions)

Sir, first of all, the hon. Minister would agree with me that the Shipping Corporation did suffer a loss of Rs. 51.60 crores in 1983-84. Thereafter, its losses went on increasing. Due to this increase, your share in the international trade was left only 21.6 per cent and consequently the Corporation went short of ships. In the reply you have stated that you are reviewing it. I want to know whether it is a fact that container charges in Bombay are 305 dollars, in Calcutta it is 208.33 dollars, in Singapur the charges are 91.30 dollars, in Hongkong it is 125 dollars, whereas in Colombo the charges are only 170 dollars? Is it a fact that these recurring losses are due to a large number of workers employed by you? If so, what steps have you taken to improve the situation?

SHRI RAJESH PILOT : Sir, the hon. Member has said that whenever he puts a question, the Minister says that a statement is laid on the Table. I want to say that whenever Shri Daga asks a question, it is never a straight forward question and, as such, it becomes very difficult to reply to it orally. Therefore, we have to lay a statement on the Table of the House.

MR. SPEAKER : His question is a bulky as he himself is.

SHRI RAJESH PILOT : Shri Daga has rightly said that the charges at a num-

ber of foreign ports are lower as compared to those at our ports. The main reason for this is that the pattern of investment there is different. In those countries, their Governments give grants and subsidies to the ports whereas our Government gives loan. When pattern of investment is different, the commercial attitude is bound to be different. The second point raised by him is about charges and containers, etc., at the ports. This is true that at some ports charges are less whereas at some they are more. If we compare Indian Ports, such as, Madras or Kochin with other international ports, we shall find that their number is comparatively less here. The main reason for this is that there the gang strength is less. In some ports their number is more. These gangs were raised about 20-25 years back but gang strength has not been changed since the commencement of containerisation.

MR. SPEAKER : Which gang? Gang has two meanings.

[English]

SHRI RAJESH PILOT : "Gang" is used here in a healthy from.

PROF. K.K. TEWARY : Mr. Daga Sahib has been made a member of the gang.

[Translation]

SHRI RAJESH PILOT : It is true that the cost at Indian ports is higher. The Government are making efforts in this regard. We purchase modern equipment so that the cost may remain low. Since, we are short of equipment, the cost in our country is more. It is the endeavour of the Government to see that the handling cost is reduced. The Government have taken some steps in this direction and have achieved success at many places. Further efforts continue in this regard.

WRITTEN ANSWERS TO QUESTIONS

[English]

Railway Division at Nanded

*266. SHRI S.M. GURADDI : Will the Minister of TRANSPORT be pleased to state :

(a) whether adequate provisions was made in the Railways Budget of 1985-86 for setting up a Divisional Headquarters at Nanded (South Central Railways); and

(b) If so, what are the reasons for the delay in establishing the Division?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir. Only a token provision of Rs. 1000/- was made in 1985-86.

(b) Does not arise.

Working out Viable Strategy for growth of Aviation Industry

*268. SHRI B.V. DESAI : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have constituted a high power working group to work out viable strategy for the growth of the aviation Industry;

(b) if so, who are its members and by what time the panel is likely to submit its report; and

(c) what are the points that this panel has been asked to go into?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Yes, Sir. The Planning Commission has set up a Planning Group to prepare a long-term plan for the Civil Aviation sector.

(b) The Group will have the following composition :

1. Shri J.R.D. Tata, ...Chairman
Emeritus Chairman,
Tata Group of Companies.

2. Shri K.C. Appuswamy,

Retired Managing
Director,
Air India.

3. Dr. H.K. Paranjpe,
Economist (Nehru
Fellow),
Pune.
4. Air Marshal C.K.S.
Raje,
Director General of
Civil Aviation.
5. Air Marshal M.S.D.
Wollen,
Chairman,
Hindustan Aeronau-
tics Ltd.,
Bangalore.
6. Prof. R. Narasimha,
Director,
National Aeronautics
Laboratory,
Bangalore.
7. Captain K. Chadha,
Managing Director,
Indian Airlines.
8. Shri K.L. Thapar,
Adviser (Transport),
Planning Commission.
9. Dr. N.W. Nerurkar,
Joint Secretary,
Department of Elect-
ronics, New Delhi.
10. Shri C.L. Sharma,
Deputy Managing
Director,
Air India.

The Group is expected to submit
its report by 15th June, 1986.

- (c) The terms of reference of the Group are as follows:—

- (i) To study the past trends in growth of passenger traffic and cargo including developments in the patterns of air

services over the last two decades and projected developments for the period ending 2000 A.D. based on the inter-modal allocation of traffic, appropriately phased over 5 years period ending 1990, 1995 and 2000 A.D.

- (ii) To review the existing network of airlines with a view to restructuring them to the extent necessary taking into account the future role of air transport in the planned development of the country.
- (iii) To make an assessment of the existing technologies and technological development forecasts in the next 15 years in the Civil Aviation Sector and to consider their applicability and adaptability to Indian conditions with due regard to the economics of different technologies for long term options.
- (iv) To study the productivity and efficiency of the various constituent units of Civil Aviation Sector with a view to recommending suitable norms and measures to improve productivity.
- (v) To assess the requirements of aircraft and related equipment up to 2000 A.D. appropriately phased over 5 year periods.
- (vi) To assess the requirements of infrastructure facilities at international as well as domestic airports upto 2000 A.D.
- (vii) To assess the requirements of communication and navigation infrastructure for safe operations of aircraft.
- (viii) To assess the manpower needs for the development of Civil

Aviation Sector and recommend appropriate training programmes and other measures for manpower development consistent with future development plans and projected technological changes.

- (ix) To recommend policy changes consistent with future development plans including financial, operational and pricing policies to ensure development of the sector on a sound commercial basis; and
- (x) To recommend organisational and institutional measures to systematise long-term planning for the sector on a sound technical and economic basis.

New Flights Introduced by Air India in 1985

***273. SHRI E. AYYAPU REDDY :** Will the Minister of TRANSPORT be pleased to state :

- (a) the number of new flights introduced by Air India during 1985;
- (b) the number of passengers carried by Air India during 1985 and the percentage of actual booking to the carrying capacity of Air India;
- (c) the additional facilities or reduction in fare offered by Air India during 1985 in order to attract foreign passengers; and
- (d) the foreign exchange earned by Air India during 1985?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) During 1985, Air India connected Hyderabad with Jeddah only.

(b) Air India carried 17,63,668 passengers during 1985.

The information relating to the percentage of actual booking to the carrying capacity of Air India is being collected and will be laid on the Table of the Sabha.

(c) Air India have not offered any additional facilities and reduction in fare during 1985.

(d) Air India have earned/saved foreign exchange of the order of Rs. 174.32 crores during 1985.

[Translation]

Decisions taken at State Education Ministers' Conference about Uniform Curriculum

***276. SHRI C. JANGA REDDY :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it was decided at the State Education Ministers' Conference in August, 1985 that uniform curriculum would be an effective instrument for building and fostering nationalism and values of life; and

(b) if so, the progress made so far in this regard keeping in view its importance and the guidelines issued to States/Union Territories in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b) The Conference of Education Ministers of State and Union Territories which was held on 29-30 August, 1985 endorsed the concept of a national core curriculum for schools. It was felt that this would be an important means for establishing certain national learning norms, augmenting mobility, and instilling nationally shared perceptions and values.

National Council of Educational Research & Training (NCERT) has prepared 'National Curriculum for Primary and Secondary Education—A Framework' which articulates the educational objectives of the national system of education through a common scheme of studies for primary and secondary education with built-in flexibility ensuring greater initiative to the

teacher, the school and the local educational authorities.

[English].

Mortality Rate among Women

*277. PROF. K.V. THOMAS : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the mortality rate among women in the country is high;

(b) if so, how much and the factors responsible for this high rate; and

(c) what steps are being taken or proposed to bring down the mortality rate ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA : KIDWAI) : (a) to (c) According to the latest available estimates from Sample registration System, the mortality rate in India for the year 1982 was 11.9 deaths per thousand population. There was no difference in male and female mortality rates. The long term goal is to reach the mortality rate of 9 by the year 2000 A.D. Various public health programmes are being implemented to raise the health status of the people and to reduce the mortality rate.

[Translation]

Widening of National Highways during Seventh Plan

*278. SHRI VIRDHI CHANDER JAIN : Will the Minister of TRANSPORT be pleased to state :

(a) the scheme for widening of National Highways during the Seventh Five-Year Plan;

(b) the expenditure proposed to be incurred thereon;

(c) whether widening of National Highway No. 15 from Pokran to Jaisalmer, Jaisalmer to Barmer and Barmer to Sachor which is very important from security point of view and is especially used during army

exercise has been included in the Seventh Plan; and

(d) if not, the reasons therefor ?

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : (a) to (d) Plan proposals received from different States in respect of works to be taken up on different National Highways in the country during the Seventh Plan are yet to be finalised and therefore no indication can be given about the proposed expenditure to be incurred on widening of National Highway System including Pokran to Sachor Section of National Highway No. 15. This section of National Highway though used during exercise is not on a high priority for widening.

[English]

Development of surface and ground water Resources

*279. SHRI D.N. REDDY :
SHRI YASHWANTRAO
GADAKH PATIL :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the country has sufficient water resources for drinking and human use, irrigation, agriculture and industries leading to the call for sharing by the States;

(b) whether there is also a serious problem of water logging and depletion of ground water and if so, the steps taken; and

(c) whether conjunctive development of both surface and ground water resources would be cost-effective and enable entire agricultural land in the country to be irrigated and not be reliant on rains ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) Water is a scarce national resource. There is need for its judicious management and economic use. Water is to be shared by the States wherever necessary.

(b) Waterlogging and depletion of ground water have been experienced in some areas. Various measures like provision of drainage facilities, canal lining, improved water management, conjunctive use, replenishment and discouragement of over-exploitation of ground water etc. are being taken.

(c) Conjunctive use of surface and ground water has generally been found cost-effective. However, it may not be possible to irrigate all the agricultural land in the country.

Findings of Kirpal Commission on Crash of Kanishka

***280. SHRI BHATTAM SRIRAMA MURTY :**
SHRI M. RAGHUMA REDDY:

Will the Minister of TRANSPORT be pleased to state :

(a) the findings of the Kirpal Commission on crash of Kanishka aircraft; and

(b) action proposed to be taken by Government in the matter ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) The report is under examination of the Government.

Adulteration in certain Commodities in Delhi

***281. SHRI JAGANNATH PATTNAIK :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether any survey has been conducted by the Prevention of Food Adulteration Department in Delhi regarding adulteration in certain commodities;

(b) if so, the details regarding the commodities found adulterated with percentage of adulteration; and

(c) the steps Government have taken in this regard ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHL-SINA KIDWAI) : (a) A survey-cum-Education Programme has been launched by Department of P.F.A., Delhi Administration. The objectives are :—

(1) To collect information about whole-salers/manufacturers for chalking out effective sampling raids.

(2) To educate the traders about provisions of PFA Act, 1954.

(b) and (c) A total number of 1221 different categories of food samples have been lifted in the year 1985, out of which 245 samples were found adulterated. The percentage of adulteration is 20.6%. Prosecutions have been launched in 193 cases.

Postponement of Examinations due to Strike by Delhi University Teachers

***282. SHRI AKHTAR HASAN :**
SHRI UTTAMRAO PATIL :

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

(a) whether in view of the long strike by the Delhi University Teachers, it is proposed to postpone the coming annual examinations;

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

(c) if so, when it will be notified ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) to (c) The Delhi University has decided that examinations for under-graduate courses will commence from 15th May, 1986. It has issued a Press release notifying commencement of examinations for all under-graduate courses other than those of B.Sc. (Hons) in Geology and Anthropology. The dates for

examinations for B.Sc. (Hons) in Geology and Anthropology will be notified shortly. The calendar of examinations for post-graduate courses is being determined and will be notified shortly.

[Translation]

Helicopter service in Hilly and Remote areas

*283. SHRI HARISH RAWAT : Will the Minister of TRANSPORT be pleased to state :

(a) whether the draft of a scheme to link hilly and remote areas of the country by helicopter services has since been prepared by the Helicopter Corporation of India;

(b) if so, the names of the places where Government propose to introduce this service as per this draft scheme during the current financial year;

(c) whether Government propose to link certain cities in Kumaon and Garhwal Divisions of Uttar Pradesh by this service; and

(d) if so, the names of those cities and the time by which these cities will be linked thereby ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) to (d) Indian Airlines have conducted a feasibility survey on behalf of the Helicopter Corporation to identify possible helicopter links in hilly terrains and places of tourist interest.

The detailed operation plans of the Corporation have yet to be finalised and will depend on availability of capacity and the economic viability of operations.

[English]

Survey of Guinea-Worm Disease and Remedial Steps

@*168. SHRI D.N. REDDY : Will the Minister of HEALTH AND FAMILY WEL-

FARE be pleased to state :

(a) whether any survey of guinea-worm disease has revealed that Andhra Pradesh is one of the worst affected States and if so, the extent of the people open to risk;

(b) whether the disease spreads through lack of control over drinking water supply;

(c) whether many people are repeatedly affected and suffer from this disease for 20 to 30 years;

(d) if so, percentage of population affected by the disease and whether it has affected the agricultural operations in the area also; and

(e) what is the estimated annual loss of mandays in the country because of this disease and remedial steps taken/proposed ?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOH-SINA KIDWAI) : (a) Six districts in Andhra Pradesh are affected with guinea-worm problem. The extent of population at risk in the six districts is 15,52,918.

(b) Yes, Sir.

(c) Some people are affected repeatedly.

(d) The percentage of population affected by the disease varies between 2 to 10%. The disease coincides with agriculture operation and affects productivity.

(e) As per 1983 estimates 7 million man-days are lost. The Guinea Worm Eradication Programme is being implemented in the endemic States and the following measures are also being taken in this regard :—

(i) Provision of safe water supply to the affected villages through rural water supply departments on priority basis.

(ii) Chemical treatment of unsafe water sources with temephos 50% BC.

(iii) Treatment of cases.

(iv) Training and Health Education.

@*Postponed Question.

Findings of Expert on Bhopal Gas Tragedy

2530. SHRI GADADHAR SAHA :
SHRI PURNA CHANDRA
MALIK :

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

(a) whether it is a fact that the Union Government have collaborated with an expert on Immunotoxicology from the USA on radioimmunoassay techniques in Methyl Isocyanate related immunological changes and anti-body detection for pinpointing the chronic abnormalities in the Bhopal gas tragedy subject to MIC;

(b) if so, whether the said expert has since submitted the finding;

(c) if so, what are the findings; and

(d) by what time Government will make up its mind on the findings of the said study?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) Indian experts in immunology have collaborated with an expert on immunotoxicology from the U.S.A. to study the effect of M.I.C. on the general immune status of the exposed individuals.

(c) and (d) According to the findings submitted by the expert, a major abnormality was hyporesponsiveness to T & B Cells. A number of immune parameters were also disturbed in some persons. There was evidence of MIC specific antibodies in a few exposed persons. Further studies are underway to monitor the immune status of a subgroup of exposed persons on a long term basis.

Amount Allocated for Promotion of Sports

2531. SHRIMATI JAYANTI PATNAIK : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state ;

(a) the amount earmarked for promotion of sports and games in 1986-87;

(b) the details of the amount allocated to different States for this purpose; and

(c) the details of the amount sanctioned to Orissa and others for the promotion of sports and games during the last three years ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P.V. NARASIMHA RAO) : (a) Rs. 4512.61 Lakhs.

(b) and (c) While no State-wise allocation of funds is made, assistance is given under the scheme of grants to State Sports Councils, etc. for development of sports on the basis of proposals received from the State Governments and Union Territory Administrations. A statement of grants released to different States including Orissa under this scheme during the last 3 years is given below.

Statement

Amount of Grants Released During the three years Ending 31st March, 1985 for Development of Sports & Games

Sl. No.	Name of the State/ Union Territory	Amount of Grants Released
		(Rs.)
1.	Andhra Pradesh	8,52,750
2.	Assam	16,19,000
3.	Bihar	50,000
4.	Gujarat	2,52,700
5.	Haryana	12,48,825
6.	Himachal Pradesh	16,38,455
7.	Jammu & Kashmir	38,815
8.	Karnataka	14 36,000
9.	Kerala	4,55,348

10. Madhya Pradesh	5,89,500
11. Maharashtra	9,92,900
12. Manipur	31,92,433
13. Meghalaya	6,25,000
14. Nagaland	5,25,000
15. Orissa	13,85,325
16. Punjab	15,05,050
17. Rajasthan	27,63,230
18. Sikkim	1,25,000
19. Tamil Nadu	22,79,801
20. Tripura	3,45,000
21. Uttar Pradesh	10,65,525
22. West Bengal	1,61,212
23. Arunachal Pradesh	5,23,200
24. Chandigarh	4,80,800
25. Dadra & Nagar Haveli	1,09,575
26. Goa, Daman & Diu	10,65,400
27. Mizoram	6,75,000
28. Pondicherry	10,000

The amount of the grant depends on the number and timely receipt of complete proposals and availability of funds with the Central Government.

Sharing of Goods Transport by Rail and Road

2532. SHRI AJIT KUMAR SAHA : Will the Minister of TRANSPORT be pleased to state the policy of Government in regard to sharing of goods transport by rail and by road and how this policy has been observed by the Railways during the last three years and is proposed to be observed during 1986-87 ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : The National Transport Policy Committee, 1980 which had inter alia examined the question of determination of optimal inter-modal mix of goods transport, had made the following observation in their report ;—

RECOMMENDATION NO 3. 8.

As the present price of diesel and its consequential impact on break-even levels and assuming a shift to rail of only 50 per cent of traffic moving by road beyond break-even levels, the share of rail and road in freight traffic changes from 67:33 observed in the last ten years to 72:28. The share of railways would increase further with a rise in diesel prices and if the assumed share of shiftable traffic is increased in favour of rail.

(Para 3. 7. 1.)

2. The above recommendation was examined by the Government. Its views thereon are as under :—

“It would not be advisable to lay down any predetermined long term mix for regulation of transportation. The Planning Commission from time to time should make projection and assessment of indicative and desirable share between rail and road transport taking into account the developing needs of the economy. It should be kept in mind that, by and large, bulk and long distance traffic has to be carried by the Railways.”

3. Keeping the above guide-lines in view, Railways have been carrying as much bulk and long distance freight traffic as possible, besides other types of freight traffic offered by users, within the resource allocations made available to them for the purpose.

Issue of Paper to State Governments

2533. SHRI SYED MASUDAL HOSSAIN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether paper at concessional rates is issued to State Governments as a matter of policy; and

(b) if not, how the State Governments are expected to give books at concessional rates or free of cost to students ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND

CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Yes, Sir.

(b) Does not arise.

Extension of Venad Express upto Calicut

2534. SHRI SURESH KURUP : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any suggestion to extend Venad Express running at present between Trivandrum and Cochin upto Calicut; and

(b) if so, when it is proposed to be implemented ?

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

(b) The proposal is under consideration.

Development Programme for Women

2535. SHRIMATI GEETA MUKHERJEE : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Seventh Plan document promises "Collection and analysis of information and relevant data on the development programme for women will be undertaken in an effective manner;

(b) if so, what mechanism, if any has been worked out for that; and

(c) the details of the results achieved ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P.V. NARASIMHA RAO) : (a) Yes, Sir.

(b) A proposal for setting up a Planning, Monitoring & Evaluation Cell for Women's Development Programmes in the Department of Women's Welfare is under active consideration.

(c) Does not arise.

Anandpur Sahib Hydrel Channel Project

2536. PROF. NARAIN CHAND PARASHAR : Will the Minister of WATER RESOURCES be pleased to refer to the reply given to Unstarred Question No. 5851 on 9 May, 1985 regarding supply of water to Himachal Pradesh from Anandpur Sahib Hydrel Channel and state :

(a) whether the revised project report of the Anandpur Sahib Hydrel Channel has since been received by the Union Government;

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

(c) if not, whether Government will take up the matter with the Punjab Government in view of the considerable lapse of time since the signing of the agreement between Government of Punjab and Himachal Pradesh on 4 August, 1983;

(d) if so, the likely date by which it would be done; and

(e) if not, the reasons therefor ?

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

(a) The revised Project Report of the Anandpur Sahib Hydrel Project incorporating the proposal for supply of water to Himachal Pradesh has not been received by the Central Government so far.

(b) Does not arise.

(c) to (e) In the absence from either of the States, the question of Government of India taking up the matter does not arise.

Scheme to Open Model Schools in the Country

**2537. SHRI MOHANBHAI PATEL :
SHRI CHINTAMANI JENA :
SHRI ATISH CHANDRA SINHA :
SHRI MURLIDHAR MANE :**

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

(a) whether all the State Governments are ready to adopt the scheme of opening model schools in each district;

(b) if not, the names of those States Governments which are opposing it and the names of those State Governments which are ready to adopt it;

(c) the reasons for opposing it;

(d) how far this scheme will be helpful to remove illiteracy from the country; and

(e) what will be the medium of instruction in these schools ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) The Scheme to set up Model Schools (Navodaya Vidyalayas) in each district has been largely welcomed by State Governments.

(b) and (c) Does not arise.

(d) The broad aims for establishment of Navodaya Vidyalayas are to serve the objective of equity and social justice, promote national integration, provide opportunities to the talented children to develop their full potential and facilitate the nationwide programme of school improvement. These Vidyalayas are designed to make available good education to children from rural areas particularly those from weaker sections of the society.

(e) Hindi and English will be the medium of instruction in these schools and a modern Indian language would be taught as a third language. However, since most of the students entering Navodaya Vidyalayas in Class-VI would know only their mother tongue/regional language, a transition period of 2-3 years will be provided during which the regional language will be the main medium alongwith intensive teaching of Hindi/English both as subjects and as co-medium so that there would be no difficulty in switching over to

Hindi and English as medium of instruction after this stage.

Alleppey as Subsidiary Port of Cochin

2538. SHRI T. BASHEER : Will the Minister of TRANSPORT be pleased to state :

(a) Whether Government of Kerala requested Union Government to declare Alleppey as a subsidiary Port of Cochin;

(b) Whether the Working Group on minor and intermediary ports of Kerala set up by the Ministry of Commerce approved the above proposal; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) The Government of Kerala have not requested the Union Government to declare Alleppey as subsidiary port of Cochin but individual representations in this regard have been received.

(b) Yes Sir.

(c) Alleppey is not one of the ports recommended by the Government of Kerala, in response to a request of the Sub-Group of the Working Group on ports, for development in the Seventh Plan Period in the Central Sector.

Extension of Railway Line in Tripura State

2539. SHRI HANNAN MOLLAH : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to extend railway line in the State of Tripura in the current year; and

(b) if so, what is the programme in this regard?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) A

metre gauge railway line from Dharmannagar—to Kumarghat (33 kms.) in Tripura is under construction. The section from Dharmannagar to Pechartal (22 kms.) is expected to be completed shortly. Further progress will depend on availability of funds for New Lines.

Hostels for Working Women

2540. SHRI AMARSINH RATHAWA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of hostels which have been constructed in different States and Union Territories for working women under the Centrally sponsored scheme;

(b) whether any such hostel has been constructed in Gujarat for the working women, if so, the names of places where constructed; and

(c) if not, whether Government will consider to construct such hostels in big cities of Gujarat like Ahmedabad, Baroda etc?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P.V. NARASIMHA RAO): (a) 369 hostels for Working Women have been sanctioned in various States and Union Territories, under the Central Scheme of assistance for construction/expansion of hostel building for Working Women.

(b) and (c) 16 hostels for Working Women have been sanctioned in Gujarat, as indicated below:

S. No.	Location of the Project	No. of Working Women Hostels sanctioned
1.	Ahmedabad	5
2.	Baroda	2
3.	Bhavnagar	1
4.	Gandhinagar	1
5.	Jamnagar	1
6.	Rajkot	3
7.	Surat	1
8.	Surinderanagar	2

The Government of India will consider further proposals for Working Women's Hostels in Gujarat, on receipt of complete applications from voluntary organisations through the State Government.

Setting up of Modern Vocational Schools

2541. DR. SUDHIR ROY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether fully equipped modern Vocational schools would be set up at each District centre throughout India at the initiative of Union Government;

(b) if so, the details thereof; and

(c) if not, the reasons thereof?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) to (c) At present, there is no proposal for setting up fully equipped modern vocational schools by Government of India at each district centre throughout the country.

School education is largely looked after by the State Governments. An earlier Centrally sponsored scheme, launched in 1977 to promote vocationalization at the +2 stage was discontinued in 1979 pursuant to the decision of the National Development Council, and outlays earmarked for the scheme merged with the State Plans. Government of India has been emphasising the importance of vocational education in schools and has been urging the State Governments to initiate and strengthen arrangements for it.

[Translation]

Electrification of Delhi-Bombay—Delhi-Madras Rail Line

2542. DR. A.K. PATEL: Will the Minister of TRANSPORT be pleased to state:

(a) the time by which Delhi-Bombay and Delhi-Madras rail line will be electrified; and

(b) the details of expected increase in railway traffic after electrification of these railway lines?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Electrification works on the Delhi-Bombay and Delhi-Madras trunk routes are expected to be completed as under, subject to availability of funds :—

- | | |
|--|-----------|
| i. Delhi-Bombay:
Western Railway
route | : 1987-88 |
| Central Railway
route | : 1991-92 |
| ii. Delhi-Madras | : 1989-90 |

(b) About 10% to 20% increase in transport capacity is expected after electrification of these lines.

[English]

Orissa's Irrigation Projects Awaiting Clearance

2544. SHRI CHINTAMANI JENA:
SHRI K. PRADHANI :

Will the Minister of WATER RESOURCES be pleased to state :

(a) the details of irrigation projects of Orissa which are pending with the Union Government for clearance with reason thereof;

(b) whether it is a fact that the Chief Minister of Orissa has requested the Centre for early clearance of irrigation projects of Orissa; and

(c) if so, the action taken by the Union Government thereon?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) Of the 12 major and 11 medium irrigation projects received from Orissa Government, the techno-economic

examination of 1 major and 1 medium project has been completed, 4 major and 4 medium projects are under examination. On the remaining 7 major and 6 medium schemes, certain technical comments have been sent to the State Government for clarification.

National Institute for Irrigation Management

2545. SHRI K. PRADHANI :
DR. B.L. SHAILESH :

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether Government have decided to set up a National Institute for irrigation management;

(b) if so, the broad outlines of the proposal to be assigned to it to ensure the efficient use of surface and ground water resources in the country;

(c) whether Government will consider the desirability of locating this Institute in Orissa, where Hirakud Dam and irrigational facilities exist; and

(d) if not, where it is proposed to be located?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (d) A proposal to establish the National Irrigation Management Institute to meet the objectives of improved management and performance of irrigation systems is under formulation. The details are being worked out.

Complimentary Railway Passes

2546. SYED SHAHABUDDIN : Will the Minister of TRANSPORT be pleased to state :

(a) the particulars of persons holding complimentary railway passes as on 1 January, 1986 class-wise;

(b) the number of such passes issued during 1985;

(c) the number of such passes refused during 1985; and

(d) the number of such passes cancelled during 1985?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) A list of persons/organisations holding all India Complimentary Card Passes as on 1 January, 1986 is given class-wise in the statement given below.

(b) 28,

(c) No specific records are maintained in case of refusal.

(d) Eighteen all India Complimentary Card Passes were cancelled on expiry of their validity period during 1985.

Statement

S.No.	Name of the Persons/Organisations.
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FIRST CLASS

1. Mrs. L.R. Acharya (Suman Acharya), Social Worker, Vice President of U.P. Adult Education Parishad, Lucknow.
2. Mr. R.R. Acharya, Social Worker, U.P., Member of the Executive Committee, U.P.C.C. (I).
3. Shri Narayan Swarup Brahmchari, Organiser, Adhyatmik Uthan Mandal, Paramhansi Ganga Kshetra, Srinagar (Narsinghpur), M.P.
4. Dr. D.K. Nandy, Hon. Genl. Secy. All India Federation of the Deaf, with 3 other office bearers—one to travel at a time.
5. Swami Tapananda, Secretary, Ramakrishna Mission Tuberculosis Sanatorium, Ranchi, with an attendant in II class, available over South Eastern Railway only.

6. Shri Ramayan Rai, Ex—M.P., with one attendant in the same Class.
7. Shri Jharkhande Rai Ex—M.P., with one attendant in the same Class.
8. Shri Sheel Bhadra Yajee, Ex—M.P., Vice President, INA Martyrs Memorial Committee, with one attendant in First Class.
9. Four Office Bearers of Bharat Scouts and Guides National Headquarters, one to travel at a time.
10. Shri Lakshman Singh, National Commissioner, Bharat Scouts and Guides, New Delhi.
11. Shri Manak Lal Jain, Member of Rly. Consultative Committee, for Ratlam Division only.
12. Shri Kanu Gandhi, Kasturba Ashram, with one attendant in First Class.
13. Smt. Abha Gandhi, Kasturba Ashram, with one attendant in First Class.
14. Smt. Kameshri Devi W/o late Shri L.N. Mishra Ex-M.R., with one companion in the same class.
15. Kumari Nirmala Desh Pande, Social Worker, with one companion in the same class.
16. Shri K. Prabhaker Reddy, Executive Chairman, Bharat Krishak Samaj.
17. Dr. D.A. Bholay, Secy. Genl., Bharat Krishak Samaj.
18. Kumari G. Sarala Kumari, Kuchipudi Dancer of A.P., with one companion in the same class.
19. Shri Gulzari Lal Nanda, with one companion in First class.
20. Dewan Syed Zainul Abedin All Khan, Dewan Dargah Ajmer.

21. Shri C.S. Ramachandran, Dy. Chairman, Sri Adi Sankara Vimana Mandapa Committee.
22. Shri Valmiki Chowdhary, Genl. Secy., Dr. Rajendra Prasad Vichar Sansthan.
23. Smt. Vidya Ben Shah/Prof. Lekh Raj Ulfat, President/Genl. Secy, Indian Council for Child Welfare.
24. Shri Ganga Saran Sinha, with one attendant in First Class.
25. Shri Ashok Mankad, Cricket Coach.
26. Shri Vinod Sharma, Cricket Coach.
27. Smt. Lal Bahadur Shastri, with one official of Shri Lal Bahadur Shastri Seva Niketan in First Class and one attendant in Hind Class.
28. Smt. Vimla Sharma with one companion/attendant in the same Class.

SECOND CLASS

1. Two Sisters of Missionaries of Charity.
2. Shri M.A. Mallick, attendant of Kumari Kamla Kumari, M.P.

Funds allotted to India by Christoffel Blindness Mission

2547. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the quantum of fund allotted to India by the Christoffel Blindness Mission of West Germany; and

(b) the names of eye Hospitals in Kerala to benefit from the above aid?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) The

Christoffel Blindness Mission of West Germany has intimated the receipt of foreign contribution amounting to Rs. 1,28,38,637.60 during the year 1984 at their South Asia Regional Office located in Tiruchirappalli, Tamilnadu.

The following institutions in Kerala received the foreign contribution during the year, 1984 from this Mission :—

- (i) School for the Deaf and Blind, Assisi Mount, Vadakara PO Thalayelapparambu, Kottayam, Kerala. Rs. 2,24,892.86
- (ii) School for the Blind, Thettummughom PO Alwaye-683105, Kerala Rs. 2,51,461.60

Report of task force on NCERT

2548. SHRI D.P. YADAVA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the task force on National Council of Educational Research and Training headed by Shrimati Madhuri Shah on Organisational reforms has submitted its report; and

(b) if so, the salient features of the report and the action taken thereon?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Yes, Sir.

(b) The decisions of the Government on the recommendations of the Task Force are contained in the Ministry of Education's Resolution No. 24-1/84-Sch. 4 dated the 20th December, 1985. A copy is laid on the Table of the House. [Placed in Library. See No LT—2251/86]

Containerisation in Indian Ports

2549. SHRI K.S. RAO : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that efficient

shipping to-day is dependent on containerisation;

(b) If so, the steps taken so far and contemplated in future to introduce containerisation in Indian Ports including port-wise details of expenditure so far made and proposed to be made facilities being created and ratio of container traffic; and

(c) the number of agencies which are involved in container operation on land, sea and air and what are the steps being taken to achieve coordination between them?

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

(b) Information relating to expenditure incurred during the Sixth Plan period and provision proposed in the Seventh Plan for handling of containers at the major ports is as follow :—

Port	(Rs. in crores)	
	Expenditure during Sixth Plan (1980-85)	Provision in Seventh Plan (1985-90)
Bombay	26.55	33.95
Calcutta	0.35	11.26
Haldia	Nil	2.50
Cochin	2.16	17.50
Madras	38.86	24.00

The facilities so far created during the Sixth Plan for handling of containers at the major ports include procurement of container handling quayside gantry cranes at the ports of Bombay and Madras, Yard gantry cranes and other allied equipments at the ports of Bombay, Cochin and Madras and construction of a full-fledged Berth at Madras Port for handling of containers. At Haldia there is a Berth with one quay side and one yard gantry crane.

The provision in the Seventh Plan for container facilities at the ports noted above envisages procurement of additional

container cranes at ports of Bombay and Calcutta/Haldia, Cochin and Madras and also extension of the container berth at Madras.

Based on the actual traffic handled at the major ports during the period April-December, 1985, the ratio of containerised cargo to the general cargo which is containerisable is 1:4.26. The ratio for the corresponding period of last year was 1:5.18.

(c) A large number of agencies are involved in container operations. The main agencies involved are ports, shipping lines, Railways and Customs. Co-ordination between these agencies is being done by the Ministry of Commerce.

Steps taken to bring down birth rate

2550. SHRI KAMLA PRASAD SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there has been decline in th birth rate;

(b) if so, the details thereof, and

(c) what further steps have been proposed to bring down the birth rate and to monitor the progress at National and State level, State-wise?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) The estimates of Birth Rate as available from Sample Registration System of Registrar General of India for the latest four years are given below :—

Year	Birth Rate (per thousand population)
1981	33.9
1982	33.8
1983	33.7
1984*	33.8 *Provisional

(c) The State Governments have been requested to give high priority to the

Family Welfare Programme and quicken the pace of its implementation so that demographic goals set out in the 7th Five Year Plan are achieved. On the basis of performance statements received from the State Governments every month, progress of implementation of Family Welfare Programme is regularly monitored and reviewed.

Improvement of Calcutta-Bombay National Highway

2551. SHRI NARAYAN CHOUBEY : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that the condition of the Calcutta-Bombay National Highway in the State of West Bengal is in very bad shape particularly the section between Basantapur bordering Kharagpur local police station and Debra police station in Midnapur district;

(b) the amount sanctioned for its repair and improvement during last one year and the actual expenditure incurred; and

(c) the steps proposed to improve the condition of the National Highway?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) National Highway 6 in West Bengal though suffered considerable damages during the monsoon of 1984 and 1985 is now in traffic-worthy condition. The section from Basantapur to Debra has the problem of settlement and appropriate measures have been taken for the same.

(b) Various repair and improvement works aggregating to nearly Rs. 160 lakhs for National Highway 6 in West Bengal have been sanctioned between February, 1986 which include Rs. 27.00 lakhs for Debra (km. 108) to Khargapur (km. 135) section. Against this an expenditure of Rs. 64.4 lakhs has been incurred upto February, 1986.

(c) There is a programme to sanction improvement works costing Rs. 151 lakhs on National Highway No. 6 in West

Bengal during 1986-87 in addition to Maintenance and Repair works for the State.

Building for All India Institute of Physical Medicine and Rehabilitation, Bombay

2552. SHRI P. SHANMUGAM : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that a new building for All India Institute of Physical Medicine and Rehabilitation, Bombay was sanctioned by Government;

(b) if so, when the building was completed and what costs and how it is being utilised now; and

(c) whether there is any proposal for starting post-graduate courses in the Centre on Rehabilitation?

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

(b) The main building was completed in February, 1977 and the extension was completed in August 1979. The total cost of construction was Rs. 27.37 lakhs. The All India Institute of Physical Medicine and Rehabilitation, Bombay is the full-fledged Centre in the field of rehabilitation with the functions of teaching, training, research and production of mechanical and artificial appliances.

(c) The Institute is already running several postgraduate courses on various disciplines of rehabilitation.

Publicity regarding compensation to victims of road accidents

2553. SHRIMATI MADHUREE SINGH : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is fact that most of the victims of road accidents in the capital do not get compensation due to ignorance of the public about the procedure and facilities available; and

(b) if so, the steps proposed to be taken to provide wide publicity to make people aware of the existence of their rights including the procedure and the authority to be approached?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) Delhi Administration have intimated that they have been ensuring adequate publicity regarding the facility of compensation in accident cases, through press and T.V. especially when the sittings of the Lok Adalat take place, from time to time.

During the last two years i.e. 1984 and 1985 (upto October), the cases where compensation has been paid number 1291 and the amount paid has been Rs. 2.30 crores.

Linkages of community and voluntary Groups and Health Ministry

2554. SHRIMATI D.K. BHANDARI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are aware of direct and effective linkages between Community and Voluntary Groups and the Health Ministry in countries such as Australia; and

(b) if so, whether similar linkages will be made in this country at all levels both at the centre and the States?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR): (a) and (b) Government is aware of the role Community and Voluntary Organisations can play in providing health and family welfare services to the population. In addition to the financial assistance being provided to Voluntary organisations under the different programmes, a special project for assistance to Voluntary organisations is also being operated with the following objectives :—

(1) The purpose of the project is to expand and improve basic health and spe-

cial preventive health, family welfare nutrition services for the poor by strengthening the private and voluntary sector with special attention to the less served areas and deprived population;

(2) To encourage the institutions undertake :

(i) Innovative activities and practical services oriented research programmes;

(ii) Training programmes for improving the skills of rural small practitioners and training programmes in management of organised outreach delivery system;

The services to be provided by the organisations must supplement and complement the Government's efforts in this regard.

Cushioned Seats and Berths in Coaches Jayanti-Janata Express

2555. SHRI V.S. VIJAYARAGI VAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether many of the coaches attached to the Jayanti-Janata run between Nizamuddin and Cochin are and have wooden seats and berths when it had cushioned seats and berths when was introduced;

(b) if so, the reasons for withdrawal of cushioned seats and berths and

(c) whether Government propose to provide coaches with cushioned berths this and all other long-distance trains bound for the southern parts of the country?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) It is a fact that the coaches are old. However, some of the coaches are without cushions. Even at the time of introduction, some coaches were without cushions.

(b) Does not arise.

(c) All new build of 3-tier coaches are being provided with cushions.

Extention of Jayanti Janata Express upto Trivandrum

2556. PROF. P.J. KURIEN : Will the Minister of TRANSPORT be pleased to state :

(a) whether Jayanti Janata Express running between Hazrat Nizamuddin and Cochin runs almost empty from Ernakulam to Cochin on its return journey to Hazrat Nizamuddin;

(b) whether the train could be made more useful by extending it upto Trivandrum;

(c) if so, whether there is any proposal at present in this regard; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The occupation of the train is low on Ernakulam Cochin section, which is of 4.5 kms. as most of the passengers get down at Ernakulam.

(b) to (d) The extension is operationally not feasible due to section capacity constraint of Ernakulam-Trivandrum route. Connection for Trivandrum by 301/302 Venad Express is already available at Ernakulam.

[Translation]

Dallirajhara-Jagdalpur Railway Line

2557. SHRI MANKURAM SODI : Will the Minister of TRANSPORT be pleased to state :

(a) the number of States which have made declaration for providing financial grant for laying railway lines in their States; and

(b) whether it is a fact that the Government of Madhya Pradesh had made a declaration in 1981-82 to provide freeland and railway sleepers for the construction

of Dallirajhara-Jagdalpur railway line and if so, the decision taken thereon ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) In the past, a number of State Governments offered concessions such as provision of land, sleepers, etc. free of cost or at concessional rates for construction of railway lines in their states. Government of Madhya Pradesh had also offered to provide land and rail sleepers free of cost for construction of Dallirajhara-Jagdalpur line. The Government of India have taken a policy decision not to accept such offers from the State Governments for location of new Central projects in their states. In view of severe constraint of resources, the construction of Dallirajhara-Jagdalpur railway line could not be cleared by the Planning Commission. However, the previous survey is being updated.

[English]

New scheme for foreign tourists by Indian Airlines

2558. DR. CHINTA MOHAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether Indian Airlines has introduced any new scheme for attracting foreign tourists and if so, what would be the estimated loss in foreign exchange earnings and how this is proposed to be met;

(b) whether any more foreign borrowing schemes are in the pipeline for purchase of more planes to clear rush of foreign tourists under liberalised schemes; and

(c) whether Indian tourists abroad have access to similar schemes ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Indian Airlines has recently introduced three new schemes for promoting foreign tourist travel to and within India as per details given below.

(i) **Tour India Scheme** — this scheme permits travel anywhere on the domestic network of IA for a maximum of six flights within 14 days of the starts of the journey, and is priced at US \$ 300.

(ii) **Off-Season Fare** for foreign groups of 10 or more passengers will be available between the cities of Delhi / Agra / Khajuraho / Varanasi and Bhudbaneshwar during May, June, July and September, 1986 at a discount of 20% on normal US \$ fares.

(iii) **Groups/Individual fare** for SARC Region — Indian Airlines offers a 20% discount for individuals and a 30% discount for groups on the international sectors when travelling to a minimum of three countries of the South Asian Region.

Indian Airlines does not expect any loss in foreign exchange earnings on account of the introduction of these schemes. On the contrary these schemes are intended to increase foreign tourist travel thereby increasing foreign exchange earnings.

(b) Indian Airlines is not purchasing any new aircraft until acquisition of 19 A-320 aircraft during 1989-90. The financing pattern for this purchase is yet to be finalised.

(c) Yes, Sir.

Review of Working of I.C.C.W.

2559. **DR. PHULRENU GUHA** : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether a committee has been constituted to review the working of Indian Council of Child Welfare;

(b) if so, whether the committee has submitted the report, and

(c) if not, when the report is expected to be finalised and submitted ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P.V. NARASIMHA RAO) : (a) Yes, Sir.

(b) No, Sir.

(c) Early 1987.

Road Development During Seventh Plan

2560. **SHRI RAMASHRAY PRASAD SINGH** : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are considering to give priority to road development in the country during the Seventh Plan; and

(b) if so, the details thereof and the funds allocated for this purpose State-wise ?

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

(b) The Seventh Plan outlay for roads sector in State Plans has been fixed at Rs. 4180.29 crores. A statement of State-wise Plan allocation as indicated by the Planning Commission is given below.

Statement

Seventh Plan Outlay for Roads Sector in State Plan

(Rs. lakhs)

A. States	Outlay
1. Andhra Pradesh	8,920
2. Assam	13,500
3. Bihar	37,000
4. Gujarat	25,785
5. Haryana	10,700
6. Himachal Pradesh	13,200

7. Jammu & Kashmir	8,450
8. Karnataka	12,940
9. Kerala	12,200
10. Madhya Pradesh	28,139
11. Maharashtra	27,382
12. Manipur	6,400
13. Meghalaya	6,800
14. Nagaland	8,890
15. Orissa	12,400
16. Punjab	9,800
17. Rajasthan	8,452
18. Sikkim	3,740
19. Tamil Nadu	13,000
20. Tripura	4,500
21. Uttar Pradesh	86,000
22. West Bengal	8,500
TOTAL A	366,698

B. UNION TERRITORY

1. Andaman & Nicobar Islands	2,925
2. Arunachal Pradesh	12,015
3. Chandigarh	125
4. Dadra & Nagar Haveli	840
5. Delhi	25,976.50

6. Goa Daman & Diu	3,100
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7. Lakshdweep	250
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8. Mizoram	5,100
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9. Pondicherry	1,000
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TOTAL B	51,331.50
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GRAND TOTAL A & B	418,029.50
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Provision of Transhipper Facility for Paradip Port

2561. SHRI RADHAKANTA DIGAL : Will the Minister of TRANSPORT be pleased to state :

(a) whether a proposal to make provision of transhipper facility for Paradip Port was under the consideration of Government;

(b) whether the Paradip Port Trust had been asked to study the possibility in this regard; and

(c) if so, the steps taken to expedite the implementation of this proposal ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) The Orissa Mining Corporation and the MMTC had a few years back considered the possibility of using a transhipper at Paradip Port but the proposal was not pursued.

(b) No.

(c) Does not arise.

Unmanned Railway Crossings in Karnataka

2562. SHRI V.S. KRISHNA IYER Will the Minister of TRANSPORT be pleased to state :

(a) the number of unmanned railway crossing in Karnataka;

(b) the number of accidents occurred during 1985 at such unmanned level crossing; and

(c) the steps taken or proposed to man all these unmanned level crossing in Karnataka ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) 1,134.

(b) 4.

(c) Manning of unmanned level crossings is undertaken on the basis of rail-road traffic and visibility considerations etc. subject to availability of funds. In the last 4 years, 50 unmanned level crossings have been manned in the Karnataka State.

Steps to Check Drop-out Rates at Elementary Stage

2563. SHRI AJOY BISWAS: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the drop-out rates in the country at the elementary stage of education during 1983, 1984 and 1985;

(b) whether Government have made any survey about reasons for drop-out at the elementary stage of education;

(c) if so, the results of the survey; and

(d) the steps Government propose to take to prevent such drop-outs ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) Drop-out rate for the entire country at the elementary stage during 1979-80, for which information is available, was 76.6 per cent.

(b) and (c) Although no studies have been taken up by the Ministry directly, this subject area has been researched and studied in great depth by academic agencies all over the country including National

Council of Educational Research and Training and National Institute of Educational Planning and Administration. The research studies conducted till 1984 have identified as many as 56 causes of drop-out. The main among these been:

(i) socio-economic factors.

(ii) inadequately provided schools and indifferent teaching in schools.

(iii) perception of the curriculum being related to local needs.

(iv) attitudes of parents towards educating children particularly girls.

(v) indifference of parents in regard to first generation learners leading to non-utilisation of educational opportunities provided.

(d) The causes responsible for drop-outs being many, a whole range of programmes are needed to have an impact on the situation. Since school education is looked after mostly by State Governments, basically the school improvement programme will have to be implemented by them. The Government of India's role is confined to assisting the State Governments in various ways and issue guidelines based on policy and academic considerations. Some of the important measures being advocated/implemented for reducing drop-outs are:

(i) introduction of ungraded school system and no detention policy coupled with a system of continuous assessment till the children complete class VIII;

(ii) more meaningful involvement of the local community to increase awareness among parents, improvement of school environment and school attendance;

(iii) many states implementing various incentive programmes like free supply of text-books, uniforms to girls, mid-day-meals etc.;

- (iv) use of State Government and NREP/RLEGP resources for construction of school buildings to make school more viable;
- (v) Eighth Finance Commission has recommended devolution of Rs. 156.18 crores for construction of school buildings to 11 States and Rs. 64.75 crores for appointment of teachers in eight States;
- (vi) pre-service training of teachers is sought to be improved and a regular programme for large scale in service training of teachers is advocated for improving teacher motivation and their competency;
- (vii) constant upgradation and improvement of school curricula particularly through UNICEF assisted Projects for making them more interesting and local environment related;
- (viii) a large scale non-formal education programme has been developed and assistance to nine educationally backward States, namely, Andhra Pradesh, Assam, Bihar, Jammu & Kashmir, Madhya Pradesh, Orissa, Rajasthan, Uttar Pradesh and West Bengal which include 75% non-enrolled children in the country is being given by Government of India under this programme;
- (ix) through Adult Education and general awareness programme by using mass media awareness among parents is sought to be increased so that the educational facilities available are made use of.

**Train accident in Sealdah Division on
Eastern Railway**

2564. SHRI ANIL BASU : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that on 27 January, 1986 a train accident occurred in Sealdah Division on Eastern Railway ; and

(b) if so, the number of persons injured as a result thereof?

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

(b) Three persons were injured.

Renovation scheme of Sone Canal

2565. SHRIMATI KISHORI SINHA :
PROF. K.K. TEWARY:
SHRI SARFARAZ AHMAD :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the Sone Canal renovation scheme has been shelved;

(b) if so, reasons thereof?

(c) whether World Bank had agreed to its financing;

(d) whether Bihar Government has approached the Centre to finance this project; and

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

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) :
(a) No, Sir.

(b) Does not arise.

(c) The project is in the pipeline for World Bank assistance and the Feasibility Report for appraisal by the Bank is yet to be submitted by the State Government.

(d) and (e) The Bihar Government had requested the Central Government to provide funds for the project. However, as there is no outlay for irrigation projects in the Central Sector, the State Government

has been asked to provide the requisite funds in the State Plan.

[*Traslation*]

Self-Sufficiency in Manufacture of Wheels and Axles

2566. DR. CHANDRA SHEKHAR TRIPATHI :
DR. CHINTA MOHAN :

Will the Minister of TRANSPORT be pleased to state :

(a) Whether it is a fact that railway wheels and axles are still being imported from foreign countries ;

(b) if so, whether steps are being taken by Government to make the country self-sufficient in this field; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes.

(b) Yes.

(c) Railways have set up their own Whell and Axle Plant at Bangalore where production has already started and full production capacity will be achieved soon. Besides, Durgapur Steel Plant and Tata Iron & Steel Co. Ltd., Jamshedpur are other main producers supplying these items to Railways. They have also taken steps to augment their existing production capacity.

[*English*]

Treatment and Precautions for Cardiac Muscle Disease

2567. SHRI SRIBALLAV PANIGRAHI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that a particular type of cardiac muscle disease prevalent in Western countries is now having its inci-

dence in the northern part of India, particularly in Delhi;

(b) if so, the details thereof; and

(c) the steps Government have taken regarding its treatment and precautions?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) 'Hypertrophic Cardiomyopathy' a cardiac muscle disease, is frequently seen in both obstructive and non-obstructive forms in clinics cardiology departments of hospitals all over the country. There are no statistics to indicate that incidence or 'prevalence' of such cases is on the increase. The recent availability of echocardiography has enhanced the diagnostic ability of clinicians to identify this condition.

(c) Hypertrophic cardiomyopathy can be treated by drugs or surgical treatment, as appropriate, at centres where facilities for its diagnosis and open heart surgery are available. No specific preventive measures can be recommended, as no definite causes are known.

Selection of SC/ST Candidates in the National School of Drama

2568. SHRI MANIKRAO HODLYA GAVIT : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that National School of Drama, New Delhi selects candidates for training in dramatic arts for degree course every year;

(b) if so, the number of candidates selected during the last three years, year-wise;

(c) whether any quota for the SC/ST and backward classes has been reserved for selection of candidates;

(d) if so, number of SC/ST and backward class candidates selecting during the last three years, year-wise; and

(e) the criteria adopted for the selection of SC/ST and backward class candidates?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) National School of Drama selects students for admission to Three Year Diploma Course in Dramatics every year.

(b) Academic Year:—

1982-83	19
1983-84	18
1984-85	19
1985-86	No admissions in order to improve the course content in the interest of future students of the School.

(c) 20% seats are reserved for candidates belonging to Scheduled Castes and Scheduled Tribes. If no suitable SC/ST candidates are available, these seats are offered to other candidates.

(d)	Scheduled Castes/ Scheduled Tribes	Back-ward Classes	Total
1982-83	1	Nil	1
1983-84	1	1	2
1984-85	2	1	3
1985-86	No admissions		

(e) (i) Written test.

(ii) Audition test and Interview by the Selection Committee.

(iii) Age (relaxable by 5 years for SC/ST candidates.)

Preservation of Monuments in Assam

2569. SHRI PARAG CHALIAH: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state the steps taken to preserve the important historical monuments of Assam viz. the ruins of the places at Sibsagar and Garhggaon as also the temples at Sibsagar, Joysagar and Gaurisagar?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : Following steps have been taken to preserve the Centrally protected monuments of Assam :

- (1) An archaeological circle has been established at Gawhati in 1983, to look after the preservation of protected monuments of Assam and the North-Eastern States. Conservation staff have been posted at Sibsagar and Guwhati.
- (2) Besides regular maintenance, Structural Conservation and regular chemical cleaning of the monuments are being carried out.
- (3) Special repair works are in progress at Sibdol at Sibsagar and Ahom Rajas Palace at Gargaon.
- (4) Plan provision for special repair of the temples at Sibsagar, Joysagar and Gaurisagar has been made for being undertaken in 1986-87.

Wool Waste Detained by Bombay Port Trust Authorities

2570. SHRI VIJAY KUMAR MISHRA: Will the Minister of TRANSPORT be pleased to state :

(a) whether the Bombay Port Trust Authorities have detained over 10,000 bales of 'Wool Waste';

(b) if so, the details thereof; and

(c) the reasons for not auctioning

these bales to recover the Port Trust dues?

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

(b) and (c) Does not arise.

Allocation/Expenditure/Target/Achievement of Family Planning During Sixth Plan

2571. PROF. RAMKRISHNA MORE:
DR. C.S. VERMA :

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

(a) names of the State Governments that have shown unsatisfactory performance in the implementation of the family planning programmes at the end of the Sixth Plan period stating the actual achievement as against the target and the expenditure incurred by each of the State Governments as against the allocations made for the implementation of the programmes ; and

(b) what are the reasons for the unsatisfactory performance of the State Governments in this regard and the manner in which Government propose to remove the

impediments in the implementation of the programme during the Seventh Plan period?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) Statement-I showing State-wise and method-wise targets and achievements during the Sixth Plan period is given below. Statement-II showing the allocation of funds made to different states and the expenditure incurred by them for the implementation of the Family Welfare Programme during the Sixth Plan period is given below.

(b) The Family Planning performance depends on a number of factors including prevalent socio-economic conditions; the outreach of delivery system, efforts made in demand generation and efficiency of the programme management. Government has prepared a well defined strategy to achieve the goals set under Family Welfare Programme. The main features of the strategy are : increasing demand for contraception through improved communication approaches; expanding and improving the quality of outreach services; promoting greater community participation; intensifying population education; enhancing child survival rates; and reorganising programme structure and improving its management.

Statement-I*State-wise VI Plan Targets and achievements (1980-81 to 1984-85)*

S.No.	State/U.Ts.	Aggregated targets and achievements during 1980-81 to 1984-85 Sterilisation			IUD Insertions		
		Target	Achievement	% Achvt.	Target	Achievement	%
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	1939200	1623605	83.7	465000	202683	43.6
2.	Assam	461800	365507	79.1	133800	71275	53.3
3.	Bihar	2111800	1295043	61.3	626000	258334	41.3
4.	Gujarat	1168600	1171887	100.3	632600	475451	75.2
5.	Haryana	407400	355250	87.2	204800	356119	173.9
6.	Himachal Pradesh	129600	132895	102.5	47600	56331	118.3
7.	Jammu & Kashmir	160400	88785	55.4	60800	37946	62.4
8.	Karnataka	1502800	1071343	71.3	68400	396657	58.0
9.	Kerala	759000	769843	101.4	319000	148581	46.6
10.	Madhya Pradesh	1896800	1254661	66.1	686800	362318	74.4
11.	Maharashtra	2130000	2633472	123.6	1119600	1500422	134.0
12.	Manipur	40600	18295	45.1	22400	15298	68.3
13.	Meghalaya	33300	1720	5.2	13000	1951	15.0
14.	Nagaland	800	1265	158.1	260	1042	400.8
15.	Orissa	881200	664431	75.4	241200	182570	75.7
16.	Punjab	463150	519406	112.1	356200	710936	199.6
17.	Rajasthan	1071000	732504	68.4	305200	155391	50.9
18.	Sikkim	1800	2278	126.6	1660	3713	232.1
19.	Tamil Nadu	1530400	1616059	105.6	520600	244815	47.0
20.	Tripura	509000	15929	31.3	14500	3425	23.6
21.	Uttar Pradesh	2994800	1366929	45.6	1741600	1453492	83.5
22.	West Bengal	1793000	1339441	74.7	351000	193098	55.0
23.	A & N Islands	5000	4660	93.2	2800	4551	162.5
24.	Arunachal Pradesh	5650	1554	27.5	5200	4493	86.4
25.	Chandigarh	13100	12877	98.3	20400	2621	128.5
26.	D & N Haveli	4700	4623	98.4	1800	1255	25.5
27.	Delhi	106000	125832	118.7	286000	214982	25.7
28.	Goa, Daman & Diu	346000	16204	46.8	11400	4606	40.4
29.	Lakshadweep	1650	195	11.8	1000	249	24.9
30.	Mizoram	9600	10285	107.1	6100	4532	74.3
31.	Pondicherry	17200	24548	142.7	10000	10910	109.1
32.	M/o Defence	114000	106927	93.8	34500	43362	125.7
33.	Deptt. of Railways	197000	94632	48.0	50100	24829	49.6
34.	Comm. Distribution	—	—	—	—	—	—
ALL INDIA		22036850	17442885	79.2	8776060	7170828	81.7

£Figures provisional.

Targets and achievements at the end of 6th Plan (i.e. for the year 1984.1985)

Target	C.C. Users		Target	O.P. Users	
	Achievement	% Achvt.		Achievement	% Achvt.
9	10	11	12	13	14
400000	184659	46.2	800000	48822	61.0
63000	128645	204.2	17000	3073	18.1
250000	68451	27.4	50000	9666	19.3
472000	437865	92.8	74000	61502	83.1
350000	407523	116.4	15000	17715	118.1
30000	24001	80.0	7000	2899	41.4
15000	6672	44.5	4000	1072	26.8
200000	203943	102.0	63000	31367	49.8
161000	81421	50.6	51000	12688	24.9
500000	544589	108.9	74000	62185	84.0
600000	513240	85.5	148000	149627	101.1
6600	6625	100.4	900	128	14.2
2100	3049	145.2	500	533	106.6
700	91	13.0	400	131	32.8
200000	125900	63.0	36000	14683	40.8
26000	322405	124.0	28000	17521	62.6
160000	157238	98.3	31000	9107	29.4
50	46	92.0	100	1523	1523.0
244000	92968	38.1	76000	17600	23.2
3000	1917	63.9	1100	1455	132.3
650000	833073	128.2	75000	88234	117.6
256000	114457	43.5	81000	24827	30.7
500	2591	518.2	200	90	45.0
100	516	516.0	200	685	342.5
10000	8926	89.3	800	161	20.1
1450	524	41.0	200	16	8.0
260000	121054	46.3	2200	612	27.8
6600	7324	111.0	1600	1092	68.3
400	300	75.0	—	12	—
1300	891	68.5	500	457	91.4
3900	6204	159.1	1600	1230	76.9
93600	50401	53.8	20500	2626	12.8
298700	222573	74.5	59200	2100	3.5
4500000	3846250	85.5	—	703077	—
10000000	8523402	85.2	1000000	1288516	128.9

Statement-II

Allocations of funds to different States and the expenditure incurred by them for the implementation of Family Welfare Programme During 1980-81 to 1984-85 (Sixth Five Year Plan Period)

Name of the State		Allocation (1980-81 to 1984-85)	Expenditure (as reported by the States) (1980-81 to 1984-85)
1		2	3
1.	Andhra Pradesh	10290.77	12188.38
2.	Assam	2162.37	2040.17
3.	Bihar	7762.12	9546.08
4.	Gujarat	6678.24	10051.37
5.	Haryana	2631.45	3163.53
6.	Himachal Pradesh	2184.55	2003.05
7.	Jammu & Kashmir	919.52	776.50
8.	Karnataka	5517.42	6249.43
9.	Kerala	3746.85	4752.63
10.	Madhya Pradesh	8513.34	8702.59
11.	Maharashtra	18488.35	13138.28
12.	Manipur	442.31	464.15
13.	Meghalaya	277.75	295.04
14.	Nagaland	143.19	234.83
15.	Orissa	7177.77	7560.22
16.	Punjab	3347.79	3206.53
17.	Rajasthan	5395.61	5722.69
18.	Sikkim	166.42	111.01
19.	Tamil Nadu	7327.66	7600.65
20.	Tripura	321.75	232.48
21.	Uttar Pradesh	17344.21	21449.44
22.	West Bengal	6486.01	7061.59
TOTAL		109325.46	126550.64

New Bridge over River Mandovi in Goa

2572. SHRI SHANTARAM NAIK : Will the Minister of TRANSPORT be pleased to state :

(a) whether the bridge over river Mandovi in Goa has become unsafe for heavy traffic;

(b) if so, whether Government of Goa, Daman and Diu proposed a new bridge on the river; and

(c) if so, the time by which the construction of this new bridge is likely to commence ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (c) In the bridge over river Mandovi in Goa, corrosion problem was observed some time ago. In view of this, load restriction to the extent of 20 T (Maximum laden weight of the vehicles) and speed restriction upto 25 kms per hour have been imposed for traffic as a precautionary measure. Proposal has been received from the State Government for survey and investigation for selection of site for construction of a new bridge and decision thereon is yet to be taken.

Losses to Air India in their operations on North American Sector

2573. SHRI MOHD. MAHFOOZ ALI KHAN :
SHRISATYENDRA NARAYAN SINHA :

Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the Air India operations in the North American Sector have been suffering progressive losses and is facing strike threat by the USA based officers;

(b) if so, what is the comparative loss suffered by the Air India operations in the North American Sector during the last three years stating the reasons therefor; and

(c) what are the reasons for strike threat by the Air India USA based officers and what steps have been taken by the Government in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) Even though operations of Air India in the North American Sector have been generating surplus over Cash Costs, there is an overall loss on this sector due to high fixed costs. Government is not aware of any strike threat by USA based staff of Air India. The profitability profile of the India—U.S.A. sector for the past three years is as under :—

(Rupees in Lakhs)

	1984-85	1983-84	1982-83
Operating Revenue	15823.90	14620.17	13850.29
Cash Costs	11908.00	10746.07	10562.57
Surplus over cash costs	3915.98	3874.10	3287.72
Profit/(Loss)	(63.00)	(67.00)	(52.00)

(c) U.S.A. based local staff of Air India, have formed an Association and have put forward some demands relating to promotional avenues, class of travel, outstation allowance, leave encashment etc. Air India management has examined these demands and a suitable reply has been sent.

Water Scarcity in Tribal and Hill Areas

2574. SHRI MANIK REDDY : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Government have plans to fight water scarcity and arrange even distribution of water in the tribal and hilly areas;

(b) if so, what special care is proposed for needs of so far neglected areas and sectors such as tribal and hill areas; and

(c) the details of the plan formulated under Seventh Plan in this regard ?

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

(a) to (c) Schemes for overcoming water scarcity are planned and implemented by State Governments. The Central Government provides special Central assistance as an additive to State Plan. A provision of Rs. 10 crores for tribal areas and Rs. 5 crores for the North Eastern Region has

specifically been made for undertaking ground water exploration by the Central Ground Water Board.

Clearance of Slums on Railway Land in Central and Western Railways (Bombay)

2575. SHRI G.M. BANATWALLA : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Central and Western railways in Bombay require clearance of any slums on their land for urgent railway projects;

(b) if so, details of slums required to be so cleared and the nature of railway projects proposed thereon;

(c) details of any rehabilitation scheme for those evicted; and

(d) if so, whether civic amenities will be extended or allowed to be extended on all other slums on railway land not urgently required by the railways, and if so, details of steps taken in this direction ?

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

(b) The details of slums required to be cleared and the nature of railway projects proposed thereon are as under :—

Railway	Location	Brief nature of Railway project
Central	1. Trombay Yard	Provision of Grid Lines with Shunting Neck in Trombay Yard in connection with the work of providing additional facilities.
	2. Kurla-Trombay Line in Kurla Yard.	Provision of a Waiting Bay loop at Kurla.
	3. Along main Rly. line from Thane to Vikhroli.	Provision of single Goods Line between Thane-Vikhroli-Trombay.
	4. Kurla Yard	Construction of Road Over-bridge for proposed Santacruz-Chembur Link Road.
	5. Mankhurd Stn.	Extension of Railway Line from Mankhurd to Belapur.

Western

1. Kherwadi
(Bandra East)
2. Bapuji Hutments/
Stalls (Bandra East)
3. Razak Chawls
(Bandra East)
4. Navpada
(Bandra East)

Development of an Auxiliary Main Line passenger terminal at Bandra.

5. Madunga Road
Station

Expansion of Elec. Depot for running suburban services.

(c) Rehabilitation of slum dwellers who are to be evicted from railway Land is to be undertaken by the Maharashtra State Government. The State Government have to provide alternative sites and arrange for shifting of the hutment dwellers. Railways are required to make payment of Rs. 2500/- per family to the State Government in respect of hutments censused in 1976.

(d) In respect of hutments which are proposed to be removed from the above locations, as well as from the areas which will be required for Railway's developmental purposes in the near future and in the Safety Zone of 50 ft. from the Centre line of nearest track, permission for civic amenities cannot be granted. Railways would, however, consider grant of 'No Objection Certificates' for permission for providing civic amenities by the State Government only for the remaining residential hutments provided simultaneously the areas required by the Railways for developmental purposes and on safety considerations are cleared of encroachments.

[*Translation*]

Development of Platforms of Deorea, Chapra and Siwan Railway Stations

2576. SHRI KALI PRASAD PANDEY: Will the Minister of TRANSPORT be pleased to state whether Government propose to repair or to reconstruct the platforms at Deorea, Chapra and Siwan stations to make them suitable for broad gauge line.

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA):

There is no proposal to reconstruct the

existing B.G. platforms at Deorea, Chapra and Siwan Railway Stations at present. These were constructed/remodelled from MG to BG in 1982. Repairs of platforms surface are undertaken as and when required.

[*English*]

Inland Water Transport connecting various Islands of Lakshadweep

2577. PROF. MADHU DANDAVATE: Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that in the existing conditions of the Lakshadweep Islands Inland water transport connecting various islands is urgently needed; and

(b) if so, the steps being taken to meet the pressing need of inland water transport across various islands of Lakshadweep ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) An Expert Committee has been constituted by the Government to study and suggest long-term integrated measures for improving the port, shipping and lighterage facilities in the Lakshadweep Islands which will *inter alia* cover inter-island shipping services within Lakshadweep group of islands.

Development of Airports by International Airports authority of India

2578. SHRI HARI KRISHNA SHASTRI: Will the Minister of TRANSPORT be pleased to state :

(a) whether any programmes have been drawn up for the development of airports by the International Airports Authority of India during the Seventh Plan; and

(b) if so, details of the same and the funds earmarked for the purpose?

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

(b) In their Seventh Plan proposals, the Authority has proposed an outlay of Rs. 267.38 crores for development of the four international airports. The major projects included in the proposals are as follows :—

DELHI

- (i) Completion and commissioning of the first Module of New International Terminal Complex.
- (ii) Construction of New Domestic Terminal Complex.
- (iii) Construction of International Terminal Complex Ph.II.

BOMBAY

- (i) Completion and commissioning of Module II of the International Terminal Complex.
- (ii) Construction of Module III of the International Terminal Complex.
- (iii) Construction of a tunnel between Terminal I and II.
- (iv) Extension of the Domestic Terminal Building.

CALCUTTA

- (i) Construction of New Domestic Terminal Complex.

MADRAS

- (i) Construction of a New International Terminal Complex.

The allocation proposed by IAAI for the Seventh Five Year Plan is, however, yet to be approved by the Government.

Creation of separate fund for individual irrigation projects

2579. DR. G.S. RAJHANS :

SHRI YASHWANTRAO GADAKH PATIL :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether there is a proposal under the consideration of the Central Government to create a separate fund for executing individual irrigation projects of national importance in the state ;

(b) if so, details thereof;

(c) whether Government had recently negotiated with any external aid agency or World Bank for providing aid for the irrigation projects; and

(d) if so, details thereof and by when the Central Government would provide separate funds for individual projects in the States?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (d) There is no proposal to create a separate fund for executing individual projects of national importance. As regards foreign assistance, the following aid agreements were signed with the World Bank during the year 1985-86 :—

	US \$ Million
1. Narmada River Development (Gujarat) Sardar Sarovar Dam & Power Project.	300.00
2. Narmada River Development (Gujarat) Water Delivery & Drainage Project.	150.00

- | | |
|--|--------|
| 3. West Bengal
Minor irrigation
Project | 99.00 |
| 4. Maharashtra
Composite irrigation
III Project. | 160.00 |

In addition, negotiations were also held with World Bank in January, 1986 for assistance to the Andhra Pradesh Composite-II Irrigation Project.

Indo-German agreement on shipping technology

2580. SHRI K.V. SHANKARA GOWDA : Will the Minister of TRANSPORT be pleased to state :

(a) whether the German Democratic Republic has shown its willingness to share the most sophisticated technology in the field of shipping with India and has also shown willingness to meet all its requirements;

(b) if so, whether any agreement in this regard has been signed recently; and

(c) if so, the main features of the agreement and by what time technology in the field of shipping is likely to be provided to India?

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

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

Community involvement in National Health Policy

2581. SHRI P.R. KUMARAMANGALAM : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether active community involvement is an important aspects of National Health Policy and if so, how this is being actually achieved;

(b) whether non-Government agencies have been involved in a massive health education effort and if so, details thereof; and

(c) whether it is a fact that the present structure of education is mainly elitist and needs to be changed in order to inculcate principles of public health?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) Community involvement is an important aspect of National Health Policy and emphasis has been laid for the involvement of community at the grass root level. The Village Health Guide scheme was conceived with this concept. A member selected by the community is trained for three months at the Primary Health Centre in treatment of minor ailments and preventive and promotive aspects of health care. One Village Health Guide provides services to 1000 population/every village. The work of the Village Health Guide is supervised by the Village Health Committee. However, technical support is provided by the Health functionaries. At present there are 3,85,295 Village Health Guides and 2,45,489 Village Health Committees in the country.

(b) Voluntary Agencies are running ANM Training Schools in the country. Out of 413 ANM Training Schools, 92 are run by Voluntary Agencies. The grant-in-aid to these agencies is released through the respective State Governments. Non-Governmental agencies working in health field are also engaged in health education activities. They produce various types of health education material like folders, posters, booklets etc. and organise film shows and exhibitions on suitable occasions.

(c) The Medical Council of India which has been statutorily charged with the responsibility of maintaining uniform minimum standards of Medical Education in the country has been reviewing and revising the under-graduate curriculum from time to time so as to meet the needs of the country.

The Council has further laid down detailed curriculum on social and preventive Medicine and Family Welfare which is incorporated in the undergraduate Medical curriculum.

Opening of Sahid-Matangiri Halt Station

2582. SHRI SATYAGOPAL MISRA : Will the Minister of TRANSPORT be pleased to state :

(a) what is the present position of opening of Sahid-Matangiri Halt Station at Maniktala Tamluk in the Panskura-Haldia Section of the South Eastern Railway; and

(b) what are the details and reasons for delay?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) It has been decided to open the Passenger Halt at Maniktala (Sahid-Matangiri) between Tamluk and Raghunathbari stations as a passenger amenity subject to availability of funds and shramdan by local people.

Proposal to amend Medical Council Act

2583. SHRI SARFARAZ AHMAD : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government propose to make some changes in Medical Council Act; and

(b) if so, nature of changes likely to be made?

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

(b) The proposed legislation will inter alia take into consideration the need for regulating the establishment of new medical colleges in any State and also of the fees to be charged from, or in relation to students of medical colleges, banning of capitation fees and regulation of the admission strength of medical colleges,

Unreserved travel system

2584. SHRIMATI BASAVARAJESWARI : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the Railways have introduced unreserved travel system very recently;

(b) which are the zones where this system has been/will be introduced; and

(c) what are the compelling reasons for introducing such system?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) Prior to 1981, there was no unreserved accommodation in a large number of long distance Mail/Express trains. In March, 1981, it was decided to attach 2 unreserved coaches on each of these trains to facilitate passenger travelling at last minute. This policy has been implemented on most of the trains except Rajdhani Expresses.

Statistics regarding incidence of diseases

2585. DR. T. KALPANA DEVI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that there is no accurate system of knowing incidence of various contagious, infectious and transmitted diseases in Delhi and elsewhere in the country;

(b) whether Government propose to introduce a simple system of reporting of all diseases by Registered Private and Government doctors in Delhi and elsewhere; and

(c) whether Government would set up a Health Statistical Service to collect information through periodical visits to doctors and if so, what measures are in view to implement this scheme?

THE DEPUTY MINISTER IN THE

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

(b) and (c) There is no such proposal under consideration of the Government of India at present.

World Bank loan for Orissa's medium irrigation projects

2586. SHRI HARIHAR SOREN : Will the Minister of WATER RESOURCES be pleased to state :

(a) the amount of World Bank loan provided to Orissa for implementing medium irrigation projects during the Sixth Plan;

(b) the number of medium irrigation projects executed in Orissa with the World Bank loan in that plan period; and

(c) the amount of loan sought by Government of Orissa in Seventh Plan for executing medium irrigation projects ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) Credit assistance of US \$ 58 million for Orissa Medium Irrigation Projects and US \$ 105 million for Orissa Medium II Irrigation Project have been provided as loan from the World Bank during the Sixth Plan.

(b) 18 Medium Irrigation Projects (MIP) were taken up for execution during the Sixth Plan.

(c) No new projects are at present under consideration for external assistance during the Seventh plan period.

Outlay for cancer control during seventh plan

2587. SHRI RANJIT SINGH GAEKWAD : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the outlay proposed for cancer control programme in Seventh Plan?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) :

A sum of Rs. 20.00 crores has been allocated in the Seventh Five Year Plan for the Cancer Control Programme.

Container Charges at Indian Ports vis-a-vis Foreign Ports

2588. SHRI V. TULSIRAM : Will the Minister of TRANSPORT be pleased state :

(a) whether container charges at Indian Ports are much higher than those prevailing at foreign ports;

(b) if so, the comparative details of container charges at Indian ports and foreign sea ports;

(c) the extent to which such higher charges are adversely affecting the cargo and traffic to Indian shippers; and

(d) the steps being taken by Government to provide container facilities at Indian sea ports at cheaper rates ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) Most of the leading foreign ports do not have published tariff or include multiple services with composite tariff, which makes comparison with Indian ports difficult. It is to be noted also that the basis for levy of port charges at some ports, which are in the same region as our Major Ports, are different from our pattern. In some of them the rates are highly subsidised and do not include the charges incurred by the shippers for availing of the services of privately owned machinery and equipment.

(c) No assessment has been made to know the impact of container handling changes on shippers.

(d) Development of mechanised facilities for handling containers at the ports of Bombay and Cochin on the West Coast and Calcutta/Haldia and Madras on the East Coast are the steps in this direction.

[Translation]**Railway Lines in Himachal Pradesh**

2589. SHRI K.D. SULTANPURI : Will the Minister of TRANSPORT be pleased to state :

(a) the names of the railway lines for whose construction a survey has been conducted jointly by the Himachal Pradesh Government and the Railway Department;

(b) the reaction of Government of India thereto; and

(c) the expenditure involved therein ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) Feasibility-Engineering-cum-Traffic study for New BG Line between Bhanupali-Bilaspur Himachal-Rampur Bushahr has recently been completed at the cost of the Government of Himachal Pradesh. The length of the proposed line is 182 Kms and is estimated to cost Rs. 510 crores. The return on the investment is negative. In view of financial constraints and huge cost of the project, there is no proposal to take up this project.

Direct Flight from Gwalior to Ahmedabad, Calcutta and Kathmandu

2590. SHRI KAMMODILAL JATAV : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to introduce a direct flight from Gwalior to Ahmedabad, Calcutta and Kathmandu; and

(b) if so, by what time and if not, the reasons therefor ?

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

(b) Indian Airlines have not received any request for a direct flight from Gwalior to Ahmedabad, Calcutta and Kathmandu. Therefore, no traffic survey has been conducted. However, due to constraints of aircraft capacity, at presents, Indian Airlines is not in a position to consider new airlinks.

[English]

Sale of Substandard eatables at Railway Platforms

2591. SHRI BANWARI LAL PUROHIT : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are aware that the unhygienic conditions are prevailing at the platforms of the railway stations in the country;

(b) whether it has come to the notice of Government that the hawkers/stalls at different platforms of Railway stations are selling stale, sub-standard eatables at rates higher than fixed; and

(c) if so, what steps Government propose to take to provide fresh and hygienically prepared eatables to the railway commuters at railway platforms ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No, Sir. Platforms of the Railway stations all over the Indian Railways are being maintained to proper cleanliness and hygienic standards.

(b) The Railways have received some complaints regarding sub-standard food and over-charging.

(c) Action taken/proposed to be taken in this regard include intensive inspection of catering establishment, action against defaulting staff and contractors and strict implementation of the Prevention of Adulteration Act 1954.

Commuter Aircraft for Indian Airlines and Vayudoot

2592. SHRI P. NAMGYAL : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that a SAAB SF-340 commuter aircraft was brought to Delhi in the first week of February, 1986 on a demonstration flight;

(b) if so, whether Government have decided to buy the said aircraft for the Indian Airlines and Vayudoot; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : a) A Swedish Company undertook demonstration flights of their SAAB SF 340 commuter aircraft in the last week of January, 1986.

(b) No, Sir.

(c) Since it was only a demonstration flight the aircraft was evaluated with a view to purchase it.

New Sites under 163-Key-Stations in Orissa for Flood Forecasting Network

2593. SHRI ANADI CHARAN DAS : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether there was any proposal to open a few more sites under 163-Key-Stations in Orissa in the year 1982 on river Mahanadi, Subarnarekha-Budhabalanga-Baitarani and if so, was the scheme implemented with the dates of opening of new sites under 163-Key-Stations till date; and

(b) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE WATER RESOURCES (SHRI B. SHANKARANAND) : (a) and (b) The scheme entitled "Establishment and maintenance of 163 Key hydrological observation stations on river basins in the country other

than Ganga and Indus basins" sanctioned by the Government in June 1982 envisaged opening of some sites on rivers Mahanadi, Subarnarekha and Baitarani in Orissa. However, due to financial constraints, no sites could be opened so far.

Treatment of Drug Addicts in Delhi Hospitals

2594. SHRI R.M. BHOYE : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to State :

(a) whether it is a fact drug addicts are not treated in any hospital in Delhi;

(b) whether Government have conducted any survey to ascertain the number of drug addicts admitted in Delhi hospitals during the last two years; and

(c) if so, the number of such addicts, drug-wise detected in Delhi ?

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

(b) The required information is as under :

Name of Hospital	No. of drug addicts	
	Year 1984	Year 1985
G.B. Pant	59	91
Dr. Ram Manohar Lohia	70	706
Safdarjang	33	126
Mental Hospital, Shahdara	38	287
TOTAL	200	1210

(c) No. of drug addicts Drug wise is as under :

Name of the drug	Year 1984	Year 1985
Opium	15	12
Charas	—	1
Morphin	1	2
Cannabis	4	10
Heroin	54	122
Pethedine	2	1
Cocaine	—	—
Ganja	—	—
Mandrax	2	2
Alcohol	20	35
Smack	35	663
Other and Multiple addicts	24	55

Reservation of berths and seats by private agents

2595. SHRI SHARAD DIGHE : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Government have decided to appoint private agents to do reservation of berths and seats in trains; and

(b) if so, the reasons for doing so ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) In accordance with directive of Court, a scheme has been made to screen and then licence some good Travellers' Service Agents who will be permitted to purchase tickets and secure reservations on behalf of the inten-

ding passengers, on payment of prescribed service charges. The agents will have to purchase tickets from railway reservation offices like any other passenger.

(b) The scheme is intended to help such of the passengers who are unable to find time to purchase tickets and make reservations themselves; and to isolate the touts operating unauthorisedly and indulging in black marketing of rail tickets, who can be apprehended and prosecuted.

[Translation]

Supply of water through Railways in famine hit areas of Gujarat

2596 SHRI NARSINH MAKWANA : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Government of Gujarat have requested the Central Government to supply water in the famine hit and drinking water scarcity areas in Gujarat through the Railways; and

(b) if so, the details thereof and the number of trains through which water will be supplied there and the places where water will be made available ?

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

(b) Railways in mutual consultation with the State Government have agreed to place three rakes of tank wagons at the disposal of Gujarat Government for the transportation of water, from Dhola, Rajula and Gandhinagar to Rajkot city.

[English]

University for Cultural Studies

2597. SHRI P. KOLANDAIVELU : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether there is any proposal to start a university for Cultural studies;

(b) number of States which have applied for starting universities for cultural studies;

(c) number of cultural organisations which have applied for "deemed university" status; and

(d) whether any of them has been granted the status of deemed university by University Grants Commission?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROH-ATGI) : (a) No such proposal is under consideration at present.

(b) None.

(c) and (d) Proposals for declaring Kalakshe'ra, Madras; Central Institute of Higher Tibetan Studies, Varanasi; Indological Research Institute and Shri Sharada-peeth Arts and College of Education, Dwarka; and the Asiatic Society, Calcutta; as institutions deemed-to-be-universities under Section 3 of the University Grants Commission Act, 1956 are in the process of examination.

Hubli-Karawar Rail Line

2598. SHRI D.K. NAIKAR : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that an official team was appointed to conduct re-appraisal survey in respect of Hubli-Karawar rail line; and

(b) if so, whether the survey has since been completed and what action is proposed to be taken by Government on the recommendations of the official team?

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

(b) The survey is still in progress. Further action will be taken after receipt and examination of the report, subject to availability of resources.

Evaporation Losses of Stored Water

2599. SHRI HUSSAIN DALWAI : Will the minister of WATER RESOURCES be pleased to state:

(a) whether it has come to the notice of the Government of India that on account of scorching heat of the sun available in India, many irrigation projects suffer bulk evaporation losses during summer;

(b) what effective measures are contemplated to be taken in hand to save these enormous evaporation losses of stored water; and

(c) whether the open to sky canals of irrigation projects could be replaced by pipeline canals for saving of water from evaporation losses?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) Yes, Sir.

(b) In order to save the enormous evaporation losses, storages are so operated that they are drawn down to a low level during the summer. Further, research studies have also been carried out on the use of chemicals spread over the reservoir surface to reduce the evaporation losses but these are yet to become operational.

(c) In view of the long lengths involved and their relative high cost, replacement of open canals by pipelines is not considered economical.

Setting up of Cultural Centres

2600. SHRI A.S. GOUNDER : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state the names of places where Cultural Centres are proposed to be set up during the Seventh Plan period?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROH-ATGI) : The places where seven Cultural Centres are being set up during Seventh Plan are Patiala (North Zone), Santiniketan (East Zone), Thanjavur (South Zone),

Udaipur (West Zone), Allahabad (North Central Zone), Dimapur (North East Zone) and Nagpur (South Central Zone).

Seventh World Congress of Sexology in Delhi

2601. DR. V. VENKATESH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that Seventh World Congress of Sexology was held in Delhi in November, 1985;

(b) what were the main subjects discussed at the Congress;

(c) whether it is a fact that the Congress deliberations were held in camera and Press was refused entry;

(d) whether it is also a fact that a number of foreigners were invited to participate and address the Congress; and

(e) if so, the details thereof?

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

(b) The main subjects for discussion were : Sex Education, Sexuality in health and illness, Emergent dimension of sexology, Scope of introduction of sex education in Medical Colleges and Contribution of Sexology to Family Planning.

(c) to (e) The President of Congress has informed that the Congress was attended by about 700 delegates out of which 50% were foreigners. Delegates were from different specialities like Cardiology, Urology, Gynaecology, Medicine, Law, Education, Journalism, etc. The plenary session was open to all. There were other sessions/workshops, where discussions were limited to delegates only. A workshop was also held on the last day of the Conference for the members of the press which were attended by about 70 people.

[Translation]

Research work in Science Policy Centre of Jawahar Lal Nehru University

2602. SHRI RAJ KUMAR RAI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government's attention has been drawn to the fact that about one lakh rupees are being spent annually on each student of the Policy Centre of Jawaharlal Nehru University and no important research work has been done there so far in this field; and

(b) the concrete steps being taken by Government to check wasteful expenditure and to ensure that research work is conducted there smoothly?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b) It was felt that the Centre for Studies in Science Policy had ceased to be a viable academic unit. The Executive Council, therefore, decided in February, 1980 that the Centre, as an administrative structure, be suspended until such time as the need for reviving it manifests itself. However, the students who had been registered earlier had continued their research for M. Phil/Ph.D Degrees. It has been decided by the University to revive the academic programmes of the Centre in phases and to strengthen them. The University is taking steps to fill faculty positions so that admission to M. Phil/Ph.D. programmes could take place.

Giridih-Ranchi B.G. Rail Line

2603. SHRI SIDHA LAL MURMU : Will the Minister of TRANSPORT be pleased to state whether Government propose to make provision of the requisite funds for laying of the broad gauge railway line between Giridih and Ranchi via Kodarma and Hazaribagh town in the Seventh Plan?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Survey for a

new B.G. line from Ranchi to Hazaribagh Town and onwards to Giridih via Koderma is being carried out. A decision on the project and provision of funds therefor, will be taken after receipt and examination of the Survey Report, subject to availability of funds and clearance by the Planning Commission.

[English]

Closing down of Ningla-Gadadha Railway Line

2604. SHRI HAROOBHAI MEHTA : Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that Ningla-Gadadha Railway line has been closed down;

(b) whether any representation has been received to resume the services on this line in view of the pilgrims traffic at Gadadha; and

(c) what action has been taken by the Government to resume the service?

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

(b) Yes, Sir.

(c) Restoration of train services on this uneconomic section has not been found financially justified. Besides adequate road transport services are available to meet the needs of the people of the area.

Development of National Institute of Naturopathy at Pune as Premier Institute of Indigenous system

2605. SHRIMATI USHA CHAUDHRI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is proposed to develop the National Institute of Naturopathy at

Pune as premier institute for research, training and treatment of the indigenous system; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) The National Institute of Naturopathy at Pune will function as a premier educational, training, research and service Institute in Naturopathy.

(b) The National Institute of Naturopathy, Pune has been registered under the Societies Registration Act, 1860 on 27.1.1984.

A provision of Rupees one crore has been made for the Institute in the Seventh Five Year Plan. The staff for the Institute is yet to be appointed. The Institute is likely to start functioning shortly.

Plea to Scrap Duty on Medical Equipment

2606. SHRI NURSING SURYA-WANSHI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that the Association of Surgeons of India made a plea to scrap duty on medical equipment; and

(b) if so, what steps have been taken by Government in this matter ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) A large number of representations have been received from various associations, bodies and institutes requesting for abolition/reduction of Customs Duty in respect of medical equipment. These representations were examined in the Ministry of Health and Family Welfare and the view of this Ministry have been communicated to the Ministry of Finance (Department of Revenue) who is the nodal Ministry for processing the matter further.

[*Translation*]

Introduction of a Train Between Delhi-Kanpur

2607. SHRI JAGDISH AWASTHI : Will the Minister of TRANSPORT be pleased to state :

(a) whether a scheme to introduce a special train from Kanpur to Delhi in the morning and from Delhi to Kanpur in the evening on Northern Railway is under consideration of Government;

(b) if so, the time by which the said train is proposed to be introduced; and

(c) if so, the reasons therefor ?

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

(b) Does not arise.

(c) The resource position of the Railway does not permit it.

[*English*]

Operation of Passenger Service on Diva-Vasai Electrified Rail Line

2608. SHRI S.G. GHOLAP : Will the Minister of TRANSPORT be pleased to state :

(a) whether passenger service is in operation on the electrified Diva-Vasai Rail line;

(b) if so, the number and names of railway stations on the Diva-Vasai rail line and whether Upper Dombivli is one of the stations; and

(c) if not, the reasons therefor ?

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

(b) The only block station on Diva-Vasai Road section is Bhiwandi.

(c) The section is meant for goods traffic movement, and the track and other infrastructure are not suitable for opening it for fast passenger trains.

Rail Link Between Lumding-Badarpur Hill Section

2609. SHRI SUDARSAN DAS : Will the Minister of TRANSPORT be pleased to state :

(a) whether the survey of the proposed alternative rail link between Lumding Badarpur Hill Section from Lanka to Badarpur has been completed; and

(b) if so, the steps being taken to undertake the construction of this railway line ?

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

(b) Due to very high cost of construction of Rs. 650 crores and severe constraint of resources, it will not be possible to take up construction of this line at present.

Enhancement of Flights to and from Goa

2610. SHRI CHIRANJI LAL SHARMA : Will the Minister of TRANSPORT be pleased to state :

(a) the number of flights to Goa every day; and

(b) whether in view of the fact that Goa is an important tourist centre, Government propose to enhance the number of daily flights to Goa ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Indian Airlines is operating the following flights to/through Goa.

Flight No.	Type of Aircraft	Route	Frequency
1. IC-163/164	Airbus	Bombay-Goa & back	Daily
2. IC-169/170	-do-	-do-	Tuesday, Thursday & Saturday
3. IC-177/178	B-737	-do-	Wednesday, Friday and Sunday
4. IC-467/468	-do-	Delhi/Goa/ Cochin/Trivand- rum & Back	Monday, Tuesday, Wednesday, Thursday, Saturday and Sunday
5. IC-523/524	HS-748	Bangalore- Goa and back	Daily

Air India operates once a week service on the route Bombay-Dubai-Kuwait-Goa-Trivandrum and Back.

(b) The capacity provided to and from Goa adequately meets the existing traffic demand. Indian Airlines also operates additional flights to Goa as and when required. Hence, there is no proposal at present to increase the number of flights to Goa.

[Translation]

Concession to Journalists

2611. SHRI SHANTI DHARIWAL : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Government had made a provision in the past to give 50 per cent concession in train fare to accredited journalists;

(b) if so, whether this provision has been dispensed with since 1 October, 1985;

(c) if so, the justification for withdrawing this concession by Government;

(d) whether Government have received any memorandum from these journalists demanding restoration of the provision of concession;

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

(f) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) Rail Travel Coupon books at 15% concession in First Class, and 50% concession in Second Class, were being issued to Press Correspondents accredited to the Headquarters of Central Government, States, and Union Territories in connection with their bonafide press work. This concession was withdrawn with effect from 1.11.1981, based on the recommendations of Rail Tariff Enquiry Committee, which had observed that the journeys by Press Correspondents for which tickets are purchased in

exchange for coupons are presumably made in connection with their journalistic assignments on behalf of Newspapers/News Agencies.

Expenditure on purchase of coupons is, therefore, essentially a business expense which is reimbursed by the employer. They saw no social justification for the Railways subsidising business expense of another organisation, Government or Private. However, with effect from 17.10.1984 the concession of 15% in first class and 50% in second class has, on reconsideration, been restored with the following conditions :—

(i) that the cost of journey will be borne by the persons concerned, and

(ii) no TA/DA will be claimed from the employer.

(d) to (f) Representations have been received for grant of 50% concession in first class. In view of the recommendations of Rail Tariff Enquiry Committee, Department of Railways have not found it possible to enlarge the scope of the existing concession.

[English]

Level crossing accident in Muzaffarpur

2612. SHRI ANAND SINGH : Will the Minister of TRANSPORT be pleased to state :

(a) whether 153 Up Jayanti Janata Express collided with a truck at a railway level-crossing in Muzaffarpur (Bihar) on February 15, 1986, in which at least three persons were killed;

(b) if so, the causes of the accident; and

(c) the action taken against those found responsible for accident ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) This accident did take place at an unmanned

level crossing in which two persons got killed.

(b) Negligent driving by the truck driver.

(c) The truck driver, responsible for the accident, died on the spot, due to which police could not take action against him for rash and negligent driving.

Step to Reduce Infant Mortality Rate and Provision for Maternity and Child Services in Madhya Pradesh

2613. KUMARI PUSHPA DEVI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have taken steps to reduce infant mortality rates and to provide maternity and child service in the backward areas in different States;

(b) if so, the name of the Central scheme launched for the purpose; and

(c) how far this scheme has been implemented in Madhya Pradesh during the last three years ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) Government is implementing various schemes to reduce the infant mortality rate and to provide maternity and Child health Services in different parts of the country. The main schemes are : training of traditional birth attendants; establishment of sub-Centres and Primary Health Centres; Programme of Universal immunization; programme of Control of diarrhoeal diseases among children; and the ICDS Scheme.

(c) As per the information received from the State of Madhya Pradesh upto 31.12.85, 41,347 traditional birth attendants have been trained. 6,615 sub-centres and 680 Primary health centres have been established. 94 ICDS projects have already been sanctioned and 34 pro-

jects have been allocated to Madhya Pradesh for the year 1986-87.

[*Translation*]

Ken Multipurpose Irrigation Scheme

2614. SHRIMATI VIDYAWATI CHATURVEDI : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Ken Multipurpose Irrigation Scheme in Madhya Pradesh is under consideration of Central Water Commission for approval;

(b) area of land likely to be brought under irrigation;

(c) whether this scheme is likely to be completed during the Seventh Five Year Plan period; and

(d) if not, the reasons therefor ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (d) The Central Water Commission has sent their comments on the Ken Multipurpose Project to the Government of Madhya Pradesh for clarification. The project estimated to cost Rs. 202 crores in 1982 envisages irrigation to an area of 2.41 lakh hectares. The State Government has not included this new major irrigation project in the VII Plan.

[*English*]

'Guinea-Worm affected areas in Karnataka State

2615. SHRI SHIKANTA DATTA NARASIMHARAJA WADIYAR : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) which are the areas identified in the State of Karnataka as 'Guinea-Worm' affected as per the survey conducted by National Institute of Communicable Diseases; and

(b) remedial steps, including supply of

potable water, taken to combat the disease?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) Survey conducted in the Karnataka State has revealed that about 731 villages distributed in 68 Primary Health Centres of Bijapur, Bellary, Belgaum Dharwar, Karwar, Bidar, Gulbarga and Raichur are affected with guinea-worm problem.

(b) The following measures have been/are being taken under the National Guinea worm Eradication Programme to combat the spread of guineaworm disease in the endemic States including Karnataka :

- (i) Provision of safe water supply to the affected villages on priority basis.
- (ii) Chemical treatment of unsafe water resources with temphos 50% EC
- (iii) Health education of the community to promote personal prophylaxis.
- (iv) Treatment of cases at the Primary Health Centres.
- (v) Training of health & engineering personnel in Guineaworm Eradication strategy at the National Institute of Communicable diseases.
- (vi) Surveillance to monitor the impact of control measures.

Assistance from central road fund for construction/repairs of roads

2616. SHRI D.B. PATIL : Will the Minister of TRANSPORT be pleased to state the amount given and grants provided to States and Union Territories out of the Central Road Fund for construction of new Roads or for repairs of existing roads during 1984-85 and 1985-86, State-wise and Union Territory-wise?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : A statement indicating the grants provided during

1984-85 and the amount earmarked for allotment during 1985-86 to various States and Union Territories out of Central Road Fund is given below :

Statement

Statement showing the grants provided during 1984-85 and the amount earmarked for allotment during 1985-86 to various States and Union Territories out of Central Road Fund

Sl. No.	Name of State/ Union Territory	Grants provided during 1984-85 (Rs. in lakhs)	Amount earmarked for allotment during 1985-86 (Rs. in lakhs)
1.	Andhra Pradesh	66.00	115.00
2.	Assam	10.00	10.00
3.	Bihar	10.00	—
4.	Gujarat	88.83	55.00
5.	Haryana	42.12	35.00
6.	Himachal Pradesh	19.00	20.00
7.	Jammu & Kashmir	40.00	20.00
8.	Karnataka	118.00	80.00
9.	Kerala	166.00	135.00
10.	Madhya Pradesh	55.00	20.00
11.	Maharashtra	145.00	250.00
12.	Manipur	2.00	—
13.	Meghalaya	6.64	—
14.	Nagaland	11.00	8.00
15.	Orissa	—	—
16.	Punjab	15.00	—
17.	Rajasthan	23.00	12.00
18.	Tamil Nadu	76.00	55.00
19.	Tripura	3.00	2.00
20.	Uttar Pradesh	186.41	20.00
21.	West Bengal	102.00	22.00
22.	Sikkim	—	10.00
23.	Goa, Daman & Diu	12.00	—
24.	Mizoram	3.00	—
25.	Chandigarh	10.00	—
26.	Delhi	10.90	5.50
Total		1220.90	874.50

Goods transport by rail and road

2617. SHRI AJIT KUMAR SAHA : Will the Minister of TRANSPORT be pleased to state :

(a) the basis for forecasting demand for goods transport by road and by rail;

(b) the methodology and the criteria for such forecasting;

(c) whether any survey has been conducted by sending questionnaire to industries in the private sector as to assess their goods transport demand and how much has been met by the Railways and how much by the roadways; and

(d) the present shortage in Railways capacity for transport of goods specially in coal, fertilizer, food, cement, export ore, POL and other goods?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) The overall demand for goods transport by road and by rail is worked out by the Planning Commission on the basis of (i) estimates of production and imports of different major commodities and (ii) the likely proportion of movement for each of the important commodities by rail and by road in the past figures and the effect of any new factors.

(c) No, Sir.

(d) While we are able to meet all the essential requirements there is 2 to 3 per cent gap between the rail transport capacity and overall requirements.

Channellisation of Swan Nadi in H.P.

2618. PROF. NARAIN CHAND PARASHAR : Will the Minister of WATER RESOURCES be pleased to refer to the reply given to Unstarred Question No. 2504 on 12 March, 1984 regarding Swan Channelisation Scheme and state :

(a) the latest progress made in the finalisation of the scheme for the channelli-

sation of Swan Nadi in district Una of Himachal Pradesh; and

(b) the likely date by which the project would be sanctioned and taken up for construction?

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

(a) Detailed project is not yet received from the State Government.

(b) Does not arise.

Resumption of trains cancelled in Punjab and Haryana

2619. PROF. NARAIN CHAND PARASHAR : Will the Minister of TRANSPORT be pleased to state :

(a) whether a number of Branch line Mail/Passenger trains have been cancelled in Punjab and Haryana during the current financial year on account of deterioration in the law and order situation;

(b) if so, the names of the trains and the dates with effect which each one of them has been cancelled and the loss to the ex-chequer on this account; and

(c) the likely date by which the trains are proposed to be re-introduced in each case, on each section so as to remove inconvenience to the public and also to avoid further loss to ex-chequer?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) : Information is being compiled and shall be placed on the Table of the Sabha.

Concessional air fare for passengers to Andaman and Nicobar

2620. SHRI HANNAN MOLLAH : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have received any proposal or are considering any proposal to concessional air fare for the

passengers to Andaman and Nicobar Islands;

(b) whether such concessional fare would be as prevalent in some other regions of the country;

(c) if so, what is the decision of the Government and when it will be introduced; and

(d) if not, reasons thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Yes, Sir. Government has received a proposal regarding reduction in the air fare between Calcutta-Port Blair and Madras-Port Blair.

(b) to (d) While Indian Airlines offers a discount of Rs. 50/- on family fare for travel of at least two members between Calcutta-Port Blair and Madras-Port Blair, in view of the high cost of operations, further discounts in fare would not be feasible. Indian Airlines has, however, expressed its willingness to offer discount on these sectors if such travel forms a part of a tourist package to be developed in collaboration with I.T.D.C.

Second Platform at Kesinga Railway Station

2621. SHRI JAGANNATH PATTNAIK : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal for a "Second-Platform" at Kesinga Railway Station of South Eastern Railway; and

(b) if so, the time by which it will be constructed?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) There are already two platforms at this station. There is proposal to raise the second platform. Its construction will depend upon availability of funds.

Maintenance of Jhansi Port

2622. SHRI VIJAY N. PATIL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of monuments of national importance that enjoyed protection by the Central Government in the year 1984-85;

(b) the amount spent on the maintenance of those centrally protected monuments during 1984-85;

(c) whether it is a fact that the famous fort of Rani Lakshmbai at Jhansi has been transferred from Defence to Archaeological Department;

(d) whether it is also a fact that in the process of transfer the Fort has been neglected both by Defence Department and Archaeological Department; and

(e) if so, what corrective measures are being contemplated?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) The total number of monuments/sites under Central protection as per entries of the notification as on 31.3.85. was 3514.

(b) The amount spent during 1984-85 on the Special Repairs and Annual Maintenance and upkeep of the Centrally protected monuments/sites is given below :

Special Repairs	143.18 Lakhs
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Annual Maintenance and Upkeep	113.88 Lakhs
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(c) Not yet, Sir. The matter is under active consideration.

(d) and (e) The Fort is presently under the charge of the Defence authorities and is being maintained by them.

Progress of Goltre Control Programme

2623. SYED SHAHABUDDIN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the progress of the Goitre Control Programme; and

(b) the names of the endemic districts in the country ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) The endemic goitre belt in India stretches across the entire sub-Himalayan region and includes the States of Jammu & Kashmir, Himachal Pradesh, Uttar Pradesh, Bihar, West Bengal, Sikkim, Assam, Arunachal Pradesh, Nagaland, Manipur, Meghalaya and Tripura besides Punjab, Haryana and the Union Territory of Chandigarh. Endemic goitre is also found prevalent in certain districts of Madhya Pradesh, Gujarat, Maharashtra and Kerala.

The salt iodisation programme is the best and cheapest way to eradicate goitre and iodine deficiency disorders.

The Government of India launched the National Goitre Control Programme towards the end of Second Five Year Plan with the following objectives :—

1. Identification of the Goitre endemic regions.
2. To supply iodised salt in place of common salt to the goitre endemic regions.
3. To assess the impact of goitre control measures over a period of time.

To achieve the objective, the Government of India have since permitted private sector to participate in the production of iodised salt.

Government have also decided to take up a programme of iodisation of entire edible salt in the country in a phased manner during the Seventh and Eighth Five Year Plans, to ensure availability of iodised salt every-where in the country.

Renewal of Tracks

2624. SHRI AJIT KUMAR SAHA : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that Rupees 500 crores a year is spent on track renewals;

(b) on what basis decision is taken and how the tracks to be replaced are selected; and

(c) how it is ensured that a line is not replaced unnecessarily ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The amount spent on track renewals varies from year to year. In 1985-86, Rs. 502 crores (net) was allotted and in 1986-87 allocation of Rs. 595 crores (net) is proposed.

(b) and (c) The renewal of track is planned on the basis of age, condition and cumulative traffic carried. Every proposal of track renewal is based on detailed site inspection on above technical considerations.

Conversion of Railway Lines and their performance

2625. SHRI AJIT KUMAR SAHA : Will the Minister of TRANSPORT be pleased to state :

(a) which MG lines have been converted into Broad Gauge and at what costs during the Sixth Five Year Plan;

(b) what improvements have been resulted by these investments; and

(c) whether the performance of these converted lines is better than Metre Gauge lines of other countries like in Australia where a Metre Gauge train has a load of over 10,000 tonnes and runs at a speed of 60 kmph ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The following rail lines have been converted from M.G. to B.G. during the Sixth Five

Year Plan. Total cost of these projects is estimated at Rs. 418 crores.

1. Sonpur—Barabanki—Lucknow.
2. Barauni—Katihar.
3. Viramgam—Okha/Porbander.
4. Guntakal—Dharmavaram—Bangalore.
5. Parallel B.G. line from New Bongaigaon to Gauhati.

(b) With conversions, it has become possible to directly link these areas with major industrial and mineral areas through B.G. without involving any transshipment, especially as heavy movements were involved on these lines.

(c) No study has been done to make a comparative assessment of these lines with M.G. lines abroad.

Allocation for promotion of Indian System of Medicine

2626. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the amount earmarked for the promotion of Ayurvedic treatment in the above Plan;

(b) the amount allocated for the Unani treatment in the above plan; and

(c) whether special allocation has been made for the promotion of Homoeopathy and Naturopathy in the Seventh Five Year Plan and if so, details thereof ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c) The Seventh Plan allocation for development of Indian Systems of Medicine and Homoeopathy is Rs. 43.25 crores including Centrally Sponsored Schemes. Of this Rs. 20.5 crores and Rs. 10.08 crores have respectively been earmarked for the Ayurveda and Unani systems. Rs. 8.70 crores

and Rs. 1.70 crores have been earmarked for Homoeopathy and Naturopathy respectively.

Seminar on United Nations Educational, Scientific and Cultural Organisation

2627. PROF. NARAIN CHAND PARASHAR :
SARIMATI USHA CHAUDHARI :

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

(a) whether an international seminar on United Nations Educational, Scientific and Cultural Organisation was organised at the India International Centre, New Delhi on the initiative of the Indian National Commission for Cooperation with UNESCO in December, 1985/January, 1986; and

(b) if so, the main recommendations of the Seminar with particulars of participants ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) An International Seminar on "Unesco—in Retrospect and Prospect" was organised by the India International Centre, New Delhi from 1st to 3rd January, 1986.

(b) Statement—I giving the main recommendations of the seminar and a list (Statement—II) of the participants are given below.

Statement—I

Recommendations made at the seminar on "Unesco—in Retrospect and Prospect" held at India International Centre, New Delhi from 1—3 January, 1986

1

The relevance of UNESCO'S goals and objectives and its many achievements deserve to be more widely known in all member states as well as in those countries which have left the Organisation. Efforts should be intensified by UNESCO and its member states to improve the image of

UNESCO and to mobilise public opinion in support of its programmes. The National Commissions, non governmental organisations and intellectual, scientific and cultural communities should be more actively associated by the member states with these efforts. Not only officials and government nominees but also independent personalities from disciplines related to UNESCO's work should be members of National Commissions.

2. UNESCO's programmes ought to be articulated more forcefully within an integrated framework. For this purpose UNESCO should launch pilot projects that link education, science, culture and communication.

3. UNESCO should take urgent measures to involve the intellectual, scientific and artistic communities as well as universities and other institutions of higher learning in each country more closely in the elaboration, implementation and evaluation of its programmes. UNESCO's role not only as a catalyst but also as a promoter of intellectual cooperation among peoples needs to be fully emphasized.

4. In order to check further bureaucratization and to ensure the optimization of available funds for human resource development programmes in which UNESCO's functions overlap with those of other specialized agencies, efforts should be made at coordinating their activities.

5. UNESCO needs to devote much greater attention to issues facing women. It should associate women at every stage with the elaboration and implementation of its programmes for them. All programmes concerning women should be given enhanced budget funding.

6. UNESCO should also devote much greater attention to the problems of youth and ensure that adequate funds are provided to execute programmes for youth.

The duration of the term of office of the elected heads of the United Nations and its specialized agencies should be re-examined. A few participants felt that the tenure should be limited to one or two terms and, in the case of the office of the

Director General of UNESCO, it should be rotated so as to ensure representation of the different regions and culture. This has no reference to personalities and the seminar deplored the personal attacks on the Director-General of UNESCO in certain sections of the media.

8. UNESCO should take steps to ensure the free flow of scientific and technical information, the latter through free access to conferences, meetings of scientists and publications of the results of research. Efforts should also be made to reduce the cost of the transfer of information through international computer networks.

9. The implications of a New World Information and Communication Order, seen as a continuous and evolving process, need to be widely disseminated in order to remove the doubts and misunderstandings created by the media in some countries and sustained efforts should be made to mobilise public opinion in favour of a freer and more balanced flow of information.

10. For the successful implementation of a New World Information and Communication Order, there is need for evolving national communication policies based on the sovereign rights of nations, the rights of individuals and the rights and responsibilities of journalists.

11. The seminar recorded its appreciation of the useful work, done under the International Programme for the Development of Communication and urged its expansion and strengthening specially in the context of the phenomenal technological advances which need to be harnessed and channelised through efforts at indigenisation.

12. South—South Cooperation and cooperation among countries of a region should be pursued through action-based programmes in the communication sector because such a process would form in the long run a vital component in the success of the North—South dialogue.

13. UNESCO has tried to create consciousness, within its fields of competence, about the need for nuclear disarmament.

ment. However, as disarmament is closely connected with issues relating to the removal of poverty, UNESCO should associate social scientists with the discussion of these issues.

Statement-II

List of Participants

SEMINAR ON "UNESCO : IN RETROSPECT AND PROSPECT" HELD FROM JANUARY 1-3, 1986, AT THE INDIA INTERNA- TIONAL CENTRE, NEW DELHI

A. LIST OF INDIAN PARTICIPANTS

1. Dr. Malcolm S. Adiseshiah
Chairman,
Madras Institute of Development
Studies, Madras.
2. Shri U.S. Bajpai, IFS (Retd.)
Director,
India International Centre
3. Shri J.J. Bhabha
Trustee-in-charge
National Centre for Performing
Arts, Bombay
4. Professor Satya Bhushan
Director
National Institute of Educational
Planning and Administration
5. Shri Nikhil Chakravarty
Editor
"The Mainstream" Weekly
6. Dr. Boudhayan Chattopadhyay
Director
Centre for Regional Ecological
and Scientific Studies in Develop-
ment Alternatives, Calcutta
7. Professor Indra Nath Choudhuri
Secretary
Sahitya Akademi
8. Shri N.L. Chowla
Director-General,
Namedia
9. Shri Maheshwar Dayal
Secretary
Department of Non-Conventional
Energy Sources
10. Dr. S. Gopal
Professor Emeritus
Jawaharlal Nehru University
11. Shri Kireet Joshi
Special Secretary
Ministry of Human Resource
Development
12. Shri T.N. Kaul
Former Member
Unesco Executive Board
Former Foreign Secretary and
Former Indian Ambassador to
USA.
13. Dr. Prem Kirpal
Former Chairman
Unesco Executive Board and
President
International Educational Consor-
tium
14. Shri Dilip Lahiri
Joint Secretary (UN)
Ministry of External Affairs
15. Shri Baldev Mahajan
Director
Ministry of Human Resource
Development
16. Dr. P.L. Malhotra
Director
National Council of Educational
Research and Training
17. Shri D.R. Mankekar
Author and Journalist
18. Shri M.V. Mathur
Former Director
National Institute for Educational
Planning and Administration.
19. Professor M.G.K. Menon
Member
Planning Commission, and
President
India International Centre

- | | |
|---|---|
| <p>20. Dr. V.K. Narayana Menon
Chairman
Sangeet Natak Akadmi</p> <p>21. Dr. B.D. Nag Chaudhuri
Former Vice-Chancellor
Jawaharlal Nehru University</p> <p>22. Dr. P.K. Nair
Director
Film Institute of India
Pune</p> <p>23. Shri Dilip Padgaonkar
Acting Director
Office of Public Information,
UNESCO</p> <p>24. Shri K.H. Patel
Deputy Director (UNJ)
Ministry of External Affairs</p> <p>25. Professor A. Rahman
President
International Council of Science
Policy</p> <p>26. Shri M. Rasgotra
Former Foreign Secretary</p> <p>27. Smt. Sushila Rohatgi
Minister of State for Education
and Culture</p> <p>28. Dr. C.L. Sapra
Senior Fellow
National Institute for Educational
Planning and Administration</p> <p>29. Dr. J.D. Sethi
Professor of Economics
Delhi School of Economics</p> <p>30. Dr. (Mrs.) Madhuri R. Shah
Chairman
University Grants Commission</p> <p>31. Shri Madanjeet Singh
Hon. Adviser to the Indian dele-
gation to Unesco, PARIS</p> <p>32. Sardar Swaran Singh
Former Foreign Minister and
currently
Member, Unesco Executive Board</p> | <p>33. Dr. B.K. Thapar
Former Director-General
Archaeological Survey of India,
Secretary
Indian National Trust for Art and
Cultural Heritage</p> <p>34. Dr. (Smt.) Jyoti H. Trivedi
Vice Chancellor
SNDT Women's University,
Bombay</p> <p>35. Dr. B.M. Udgaonkar
Tata Institute of Fundamental
Research, Bombay.</p> <p>36. Shri P. Unnikrishnan
General Manager
Press Trust of India</p> <p>37. Dr. (Mrs.) Kapila Vatsyayan
Director
Indira Gandhi Centre for Art and
Culture</p> <p>38. Dr. J. Veeraraghavan
Adviser (Education)
Planning Commission</p> <p>39. Professor Yash Pal
Secretary
Department of Science and Tech-
nology</p> <p>40. Shri S. Viswam
Journalist</p> <p>B. FOREIGN PARTICIPANTS :</p> <p>1. H.E. Mr. Makaminan Makagiansar
Assistant Director-General of
Culture, UNESCO</p> <p>2. H.E. Mr. Gisele Halimi (France)
Member, Unesco Executive Board</p> <p>3. H.E. Mr. Abdellatiff Rahal (Alge-
ria)
Former Member, Unesco Executive
Board</p> <p>4. H.E. Mr. Andri Isaksson (Iceland)
Member, Unesco Executive Board</p> |
|---|---|

5. H.E. Mr. Alphonse Blague (Central African Republic)
Member, Unesco Executive Board
6. H.E. Mr. A.M. Trofimov
First Dy. General Secretary of
Ministry of Foreign Affairs and
Member, National Commission on
Unesco, USSR
7. Dr. Kamal Hossain
Former Foreign Minister of
Bangladesh
8. Professor Muzaffar Ahmed
Institute of Business Administration
Dhaka University, Bangladesh
9. Dr. Senake Bandaranayake
Professor of Cultural History
Kalanika University, Sri Lanka
10. Professor S. Vithiananthan
Vice Chancellor
Jaffna University, Sri Lanka
11. Shri Mahesh Kumar Upadhyaya
Vice-Chancellor
Tribhuvan University, Nepal
12. Shri Rishikesh Shaha
Former Foreign Minister of
Nepal
13. Dr. Miron Derkath
Director
Unesco, India
14. Mr. Henry J. Nardi
Acting Resident Representative
UNDP, India
15. Dr. M. Vannucci
Chief Technical Adviser
UNDP/UNESCO Regional Man-
groves Project
16. Mr. Mahfuz Anam
Regional Information Officer for
Asia and Pacific UNESCO

Road Development Policy

2629. SHRI MOHANBHAI PATEL :
Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the road development policy of the country is very poor;

(b) whether a workshop on "Roads and road transport-key to progress" was organised recently in Delhi;

(c) if so, the details of suggestions made for the development of roads in the country; and

(d) what steps are being taken by Government in this regard?

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

(b) Yes, Sir.

(c) and (d) The main emphasis was on providing more roads including toll roads. The road network of the country is, however, being developed as provided for in the Seventh Five Year Plan Document.

New Proposals to improve Inland Water Transport

2630. SHRI E. AYYAPU REDDY :
Will the Minister of TRANSPORT be pleased to state:

(a) whether there are new proposals to improve inland water transport and passenger and goods transport along the Sea Coast of India;

(b) if so the details thereof; and

(c) whether there are any proposals to provide subsidy and also grants to State Governments if they undertake inland water transport along the coast?

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

(b) In the Seventh Five-Year Plan, provision has been made for conducting hydrographic surveys and techno-economic feasi-

bility Studies of the Quilon-Cochin Section of the West Coast Canal to consider it for declaration as a National Waterway. Besides, funds have also been provided in the Seventh Plan for improvement of North-Buckingham Canal Stretch between Ennore to Andhra Pradesh border in Tamil Nadu and further improvement of this canal in Andhra Pradesh along with improvement of Krishna and Godavari canal systems namely, the Commamer Canal, Eluru and Kakinda Canal. A comprehensive Feasibility Study for inter-linking of the canal system (Buckingham Canal-Commamur Canal-Eluru Canal-Kakinada Canal) for navigation between Madras and Kakinada Ports is proposed to be undertaken under technical assistance programme of Federal Republic of Germany. An FRG Expert has already visited the canal system with a view to formulate terms of reference of this Study. A Team of Experts proposed to study the proposal. After knowing and analysing the results of the Feasibility Study, the development works will be taken up for implementation.

As regards passenger and goods transport along the Sea Coast of India, the Mogul Lines Limited have formulated a proposal for starting a Roll-on-Roll off passenger-cum-cargo service between Jafarabad and Mangalore via Bombay and Goa. At Goa this service will be limited to passenger service to start with. The operation of this service would need special port facilities at Jafarabad, Bombay and Mangalore. The infrastructural facilities at Jafarabad will have to be provided by the Government of Gujarat and the estimates for such infrastructural facilities at Bombay and Mangalore are being worked out by Government.

(c) No, Sir.

Recruitment of Female Employees in Air India

2631. SHRI SUBHASH YADAV :
SHRI MANIK REDDY :
SHRI M. RAGHUMA REDDY:
SHRI DHARAM PAL SINGH
MALIK :

Will the Minister of TRANSPORT be pleased to state :

(a) the total number of employees working in Air India at present;

(b) how many of them are female employees;

(c) whether Air India proposes to recruit more female employees; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) 17,599

(b) 3,002.

(c) and (d) All those who fulfil the conditions of eligibility irrespective of sex, are considered and recruitment made on the basis of merit, except for the posts of Assistant Flight Purser and Air Hostesses against which only the males and females are recruited respectively.

Loss to Paradip Port due to Strike of Cargo Handling Workers

2632. SHRI SOMNATH RATH : Will the Minister of TRANSPORT be pleased to state the amount of loss suffered by Paradip Port on account of the recent strike of the cargo handling workers?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : Paradip Port has informed that there was no loss suffered by the Port due to the strike by cargo handling workers from 2.1.1986 to 6.2.1986.

[Translation]

Constitution of Flow Canals and Lift Canals Under Indira Gandhi Canal Project

2633. SHRI VIRDHI CHANDER JAIN : Will the Minister of WATER RESOURCES be pleased to state :

(a) the names of lift canals and flow canals that will be constructed in the Seventh Five Year Plan under the Indira Gandhi Canal Project;

(b) whether it is a fact that the flow of water, between Mohangarh and Gadra road is natural and does not require electricity; and

(c) if so, whether priority will be accorded to this scheme and if so, the time by which it is likely to be taken up?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) THE State Government has made an allocation of Rs. 250 crores in the VIIIth Plan for the Indira Gandhi Canal Project, Stage-II. The scope of the Project is under discussions with the State Government and is not yet finalised

[English]

Expert Committee's Report on Problem of Drug Abuse

2634. SHRI B.V. DESAI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Family Welfare Department had set up an expert committee to study the problems of drug abuse;

(b) whether the expert committee has submitted its report; and

(c) if so, the main features of the report?

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

(b) Not yet.

(c) Does not arise.

Overhauling of Air India Operations and Systems

2635. SHRI B.V. DESAI : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Air India management is overhauling its entire operation-

and administrative system making plans for expansion of its existing routes and introducing new ones;

(b) what are the other steps management has taken for introducing new routes between various countries; and

(c) if so, to what extent these measures and plans will help Air India in its objective?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYLER) : (a) Air India has restructured its operating pattern by introducing faster services on the various routes during 1984-85. Out of four terminating services to Europe, three operate non-stop between Delhi and Frankfurt. Similarly on the East Africa route, effective October, 1985 Nairobi services are operated without any intermediate stop thus providing a faster service. Air India will change the pattern of operation to Australia effective April 1986, by omitting Perth and the weekly service will operate directly to Sydney providing a faster and more economical service between Australia and India.

(b) and (c) During the current Financial Year, Air India have introduced new services through Hyderabad and Goa to Gulf. The ageing fleet of Boeing 707 aircraft is now in the process of being phased out and six A-310-300 Airbus aircraft are being inducted into the fleet starting from April, 1986. With the induction of the Airbus, Air India's operating pattern to Japan will also change whereby the 747 services to Japan will omit Hong Kong as an intermediate halt. Air India will introduce two terminator services to Hong Kong which will operate via Bangkok in the eastbound direction omit Bangkok in the Westbound direction thereby providing a faster service between Hong Kong and Delhi/Bombay. With the purchase of a replacement aircraft of 'Kanishka' Air India will consider re-introduction of its service to Canada as well as an additional frequency to U.S.A.

These measures are expected to generate large number of business travellers to/

from India.

Wagon Procurement Programme

2636. SHRI B.V. DESAI :
SHRI K.V. SHANKARA GO-
WDA :

Will the Minister of TRANSPORT be pleased to state :

(a) whether Railways have decided to give the wagon building Industry their buying plans two years in advance;

(b) if so, what were the main reasons for the same;

(c) whether the Railways have also assured supply of materials to the Industry which will be needed to check delay in supply of wagons;

(d) whether the Railways are also preparing wagon procurement programme in consultation with Planning Commission;

(e) if so, the details of the proposed programme; and

(f) what is the total number of wagons required by the Railway to meet its demand?

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

(b) To enable the wagon builders, to plan their production in a better way.

(c) Yes, Sir.

(d) Yes, Sir.

(e) It is proposed about 12,500 wagons (in terms of four-wheelers) during 1985-86 and about 20,000 wagons in 1986-87.

(f) With the present fleet of about 5.35 lakh wagons (in terms of four-wheeler units), the railways are able to lift the freight traffic as per the targets prescribed.

However, there are seasonal fluctuations in the offer of freight traffic which create temporary imbalances.

Indian Doctors Working in Foreign Countries

2637 SHRI E. AYYAPU REDDY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the estimated number of Indian doctors working in foreign countries;

(b) the number of para-medical staff of Indian like origin nurses etc. working in foreign countries; and

(c) whether any seats are reserved in the medical colleges in India for emigrant Indians and other Indians residing in foreign countries?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) Migration of Medical/Para medical Manpower is a complex phenomenon resulting from a variety of factors. Since Indian Doctors/Nurses etc. go abroad for employment through various sources including those serving in the States or in the private sectors, the number of such doctors/nurses etc. working in the foreign countries is not available with the Govt. of India.

(c) Admissions to medical colleges are made according to the rules and procedures prescribed by the State/UT Governments and Universities subject to the guidelines laid down by the Medical Council of India.

Out of the Central Pool, a certain number of seats are allotted to the Ministry of External Affairs for children of India-based staff serving in Indian Missions abroad.

New Express Trains Introduced and New Stations Opened

2638. E. AYYAPU REDDY : Will the Minister of TRANSPORT be pleased to state ;

(a) the number of new Express trains introduced during the year 1985; and

(b) the number of new Railway Stations opened during 1985 ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) During the year 1985, 5 pairs of trains have been introduced out of which 2 pairs of trains were compensatory services in lieu of trains cancelled.

(b) 28 during 1984-85.

[*Translation*]

Closing of railway crossings at Bikaner

2639. SHRI MANPHOOL SINGH CHAUDHARY: Will the Minister of TRANSPORT be pleased to state :

(a) whether the railway crossing enlisted in Revenue Records cannot be closed as per rules of the Railway Department;

(b) whether some such railway crossings have been closed by the Government;

(c) the number of railway crossings under Northern Railway Zone, Bikaner which are being operated by the department itself; and

(d) the number of railway crossings which were opened when Bikaner was a princely state and when these were closed ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Railways normally don't close any existing level crossing unless necessary on safety and traffic considerations. Such closing is done after obtaining consent of the State Government and approval of Commissioner of Railway Safety.

(b) No, Sir.

(c) Category-wise distribution of level crossings on the Bikaner Division of Northern Railway is as follows :

Special Class	—	4
'A' Class	—	5
'B' Class	—	26
'C' Class (manned)	—	387
'C' Class (unmanned)	—	297
'D' Class (cattle and pedestrian crossing)	—	391
Total		1,110

(d) No such information is available at this distant date.

[*English*]

Gross Irrigated Area

2640. SHRI MOOL CHAND DAGA: Will the Minister of WATER RESOURCES be pleased to state :

(a) what is the gross irrigated area as percentage of gross cropped area in India; and

(b) what are the corresponding figures for the various States in the country ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND): (a) According to Land Use Statistics for the year 1982-83 (provisional); the gross irrigated area constituted area constitutes 30.1 per cent of the gross cropped area:

(b) The information is given in the Statement below,

Statement

*Statewise Percentag of Gross Irrigated
area to Gross Cropped area —1983-83
(Prov.sional)*

State	Percentage of GIA to GCA
Andhra Pradesh	35.4
Assam	16.0
Bihar	34.8
Gujarat	24.7
Haryana	67.0
Himachal Pradesh	16.7
Jammu & Kashmir	41.0
Karnataka	16.1
Kerala	13.6
Madhya Pradesh	12.3
Maharashtra	13.5
Orissa	24.4
Punjab	89.0
Rajasthan	22.2
Tamil Nadu	45.3
Uttar Pradesh	49.0
West Bengal	26.1
ALL INDIA	30.1

**Legislation on Indian Council of Para
Medical Rehabilitation Profession**

2641. SHRI MOOL CHAND DAGA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Unstarred Question No. 6870 dated 16th May, 1985 regarding legislation on Indian Council of Para Medical Rehabilitation Profession and state :

(a) whether consultations with Ministry of Welfare re : setting up a Council for Physiotherapists and Occupational Therapists have been done;

(b) if so, with what results and if not, the reasons thereof; and

(c) when legislation will be introduced in Parliament?

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

(b) and (c) The Ministry of Welfare have set up a Rehabilitation Council which would cover certain categories of para-medical personnel. The legislative proposals for setting up of a Council for Physiotherapists and Occupational therapists are being reviewed in the light of the above and other relevant factors.

[Translation]

**Criteria for admission in Central
Schools**

2642. SHRI MOOL CHAND DAGA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the criteria laid down for admission of students in Central Schools; and

(b) the difference between the schools being run by States/Union Territories and the Central Schools and the level at which they differ from each other and if there is any difference, the justification thereof?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) (a) The following priorities have been laid down for admission to the Kendriya Vidyalaya (Central Schools) established in the Civil and Defence sectors :

- (i) Children of transferable Central Government employees, including Defence and para-military personnel and officers of the All-India Services and the Indian Foreign Services;
- (ii) Children of transferable employees of Central public sector undertakings/autonomous organisations;
- (iii) Children of non-transferable Central Government employees; and
- (iv) Others.

Inter-se priority within each category is decided with reference to the number of transfers the parents have had during the preceding seven years.

Subject to the child qualifying in admission test, wherever conducted, admissions to Kendriya Vidyalayas are regulated by the policy described above.

In the Vidyalayas established under Project sector, the children of the employees of the concerned Project authority get first priority in admission; the remaining admissions are made according to the priorities in the same order as in the Kendriya Vidyalayas in the civil and Defence sectors.

(b) Kendriya Vidyalayas are primarily meant for imparting uninterrupted education to the children of the Central Government employees including Defence personnel who are frequently transferred in exigencies of service. Kendriya Vidyalayas and schools run by States/Union Territories, apart from the criteria of admissions, differ in such matters like syllabus, textbooks, medium of instruction; fee struc-

ture, affiliation to examining bodies, etc. These differences basically flow from the specific objectives and management systems for these institutions.

[English]

Discontinuation of compulsory vaccination of cholera

2643. SHRI MOOL CHAND DAGA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that in the seventies the World Health Organisation published documents seriously questioning the efficacy of the cholera vaccine since its effectiveness was only 55 per cent in adults and 33 per cent in children;

(b) whether it is also a fact that compulsory vaccinations for cholera which had been an integral feature of our public health is being discontinued;

(c) if so, whether Government are of the view that this disease has been eradicated as the cholera deaths have come down; and

(d) what are the reasons for taking such a decision and how public health is being safeguarded against cholera and other diarrhoeal diseases?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) Yes, Sir. In view of its limited protection against classical cholera which has practically disappeared from the country at present, compulsory cholera vaccination is not being insisted upon.

(c) and (d) Emphasis now being laid for prevention and control of diarrhoeal disease through personal hygiene, supply of improved water supply, maintenance of good hygienic environment. The Government is actively promoting oral rehydration therapy as a preventive measures for dehydration through the promotion of health educational programme in the community and the training of health workers. Oral rehydration salts are also

being supplied to the village health guides and the sub-centres.

Passenger shipping service between Cochin and Gulf countries

2644. PROF. K.V. THOMAS : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal to have a passenger shipping service between Cochin and Gulf countries; and

(b) if so, when it is proposed to be started?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) No, Sir. There is no proposal from any Indian shipping company for starting such a service.

(b) Does not arise.

Introduction of fast train between Bombay and Trivandrum

2645. PROF. K.V. THOMAS : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any complaint from the public that the present Jayanti Janata Express running between Bombay and Trivandrum is insufficient to cater to the needs of the travelling public; and

(b) if so, will a super fast train be introduced in this sector?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The complaint is during certain periods.

(b) Not at present. The extra rush is mostly during summer when additional special trains are run.

Road and bridge work in Andhra Pradesh under Central Assistance

2646. SHRI BHATTAM SRIRAMA MURTY : Will the Minister of TRANSPORT be pleased to state :

(a) the number of road and bridge works in Andhra Pradesh sanctioned under the Central Aid Programme of loan assistance for State Roads of Inter-State or Economic Importance and Central Road Fund Scheme during the Sixth Plan and their estimated costs;

(b) whether the Union Governments share of the spillover commitment at the beginning of the Seventh Plan comes to about Rs. 3.8 crores;

(c) whether Government of Andhra Pradesh requested for enhancements of the grants; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) The number of road and bridge works sanctioned during the Sixth Plan in Andhra Pradesh and funds to be provided by the Government of India are as under :—

Name of the Scheme	No. of works	Funds to be provided by Government of India (Rs. in lakhs)
1. Central Aid Programme of loan assistance for State roads of Inter-State or Economic Importance	5	196.00
2. Central Road Fund	20	577.672

(b) to (d) The funds for both Central Aid Programme of State Roads of Inter-State or Economic Importance and Central Road Fund works are released to the State Governments in a consolidated manner within the overall resources available, balance of operative sanctions and expenditure on the works. During the Sixth Plan Period viz. 1980-81 to 1984-85 a

sum of Rs. 435.54 lakhs was released to the State Government for the above works. For 1985-86 the State Government asked for a sum of Rs. 135.00 lakhs for works under Central Aid Programme of State Roads of Inter-State or Economic Importance which has been allotted to them. Another amount of Rs. 115.00 lakhs has also been earmarked for allotment to them from Central Road Fund.

Change of name of Waltair Railway Station

2647. SHRI BHATTAM SRIRAMA MURTY :
SHRI D.N. REDDY :

Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have since agreed to the suggestion of Andhra Pradesh Government to change the name of Waltair Railway Station to Visakhapatnam Railway Station; and

(b) if not, reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The suggestion is under consideration in consultation with the Ministry of Home Affairs.

Railway Over-Bridge at Ramamurthy-Pantulu-Petter at Visakhapatnam

2648. SHRI BHATTAM SRIRAMA MURTY : Will the Minister of TRANSPORT be pleased to state:

(a) whether Union Government offered to consider the proposal for construction of Railway over bridge at Ramamurthy Pantulu-Petter at Visakhapatnam in case the State Government shared the expenditure;

(b) whether Government of Andhra Pradesh have made any such offer;

(c) if so, the action taken thereon; and

(d) when the preliminary formalities like investigation and preparation of estimates will be taken up?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d) Railways undertake construction of Road over bridges in replacement of level crossings jointly with State Governments on cost sharing basis and proposals are sponsored by State Government. On receipt of proposal from Andhra Pradesh State Government for construction of Road over bridge in lieu of level crossing at Ramamurthy Pantulupeta in Visakhapatnam, the technical feasibility of the project is under joint examination to finalise plans and estimates.

[Translation]

Moradabad-Ramnagar Broad Gauge Line

2649. SHRI HARISH RAWAT : Will the Minister of TRANSPORT be pleased to state :

(a) whether the construction work on Moradabad-Ramnagar broad gauge line is expected to be completed during the Seventh Plan; and

(b) if so, the total amount provided in this plan for spending on this work?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) During 1986-87 an outlay of Rs. 5.5 crores has been proposed for gauge conversion of Moradabad-Ramnagar section. The completion of this work would depend on availability of funds for gauge conversion projects in the subsequent years.

Development and Utilisation of water Resources of Nepal

2650. SHRI HARISH RAWAT : Will the Minister of WATER RESOURCES be pleased to state:

(a) whether Government of Nepal has submitted any new proposal to Government of India regarding development and

utilisation of Water Resources of Nepal jointly by both the countries; and

(b) if so, the salient features thereof?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND): (a) No, Sir.

(b) Does not arise.

Allocation for Development of National Highways in U.P.

2651. SHRI HARISH RAWAT : Will the Minister of TRANSPORT be pleased to state the amount allocated for development of various National Highways in Uttar Pradesh during the Seventh Plan?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : The funds to the State Government are allocated each year depending upon the availability of resources, demand from the State Government and progress of works. During 1985-86, an amount of Rs. 19.50 crores has been allocated to Uttar Pradesh for development of National Highways in the State.

[English]

Central Take-Over of Indira Gandhi Canal Project

2652. SHRI RAMASHRAY PRASAD SINGH Will the Minister of WATER RESOURCES be pleased to state:

(a) whether Government have decided to take over the control and administration of the Indira Gandhi Canal Project from the State of Rajasthan;

(b) if so, the details thereof and the financial aid so far to this Project?

(c) whether Government have also decided to take over other Canal Projects from the State Governments; and

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

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

(a) to (d) The Government of India have not decided to take over the control and administration of the Indira Gandhi Canal Project or any other canal project from the State Governments. Irrigation is a State subject and the projects are funded and implemented by the State Governments. However, the Government of India had given additional Central assistance of Rs. 40 crores for the Indira Gandhi Canal Project during the last 3 years of the VI Plan.

Advance of Instrument Landing facilities for Fog-Bound Airports

2653. SHRI V.S. KRISHNA IYER : Will the Minister of TRANSPORT be pleased to state:

(a) the names of airports in Northern and North-Eastern parts with possibility of fog having advanced instrument landing facilities;

(b) whether it is fact that due to delay and uncertainty of flights to tourist resorts like Srinagar etc. during winter season, tourist traffic particularly of foreign tourists is considerably reduced; and

(c) if so, the action proposed to be taken to provide latest instrument landing facilities in all such airports in the country?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Instrument Landing facilities are available at Delhi, Calcutta and Gauhati and at the Air Force stations at Agra and Srinagar.

(b) and (c) No, Sir. Foreign tourist traffic to India during October, 1985 to January, 1986 has registered an increase over the corresponding period of 1984-85. Civil Aviation Department has initiated action to instal Instruments Landing Systems at Agartala, Ahmedabad, Amritsar, Bhopal, Imphal, Jaipur, Jammu, Kanpur, Lucknow, Mohanbari, Patna and Varanasi,

Speeding up of Bangalore-Salem Train and Introduction of a Fast Train

2654. SHRI V.S. KRISHNA IYER : Will the Minister of TRANSPORT be pleased to state:

(a) whether Government propose to speed up Bangalore-Salem passenger train to attract more passengers; and

(b) whether Government propose to run fast express trains on the above route?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) and (b) No Sir.

Supply of Paper to Karnataka in 1986-87

2655. SHRI V.S. KRISHNA IYER : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the quantity of paper asked by the Karnataka Government to be supplied at subsidised rates for printing of free text books for school children in Karnataka during 1986-87;

(b) the quantity at present allocated to Karnataka State; and

(c) whether Government would supply the required quantity of paper to Karnataka Government for this purpose?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) Government of Karnataka has requested for the allotment of 6000 Mts. of concessional white printing paper for the printing of nationalised text books.

(b) The State of Karnataka has been allotted 3986 MTs for school text books, 2811 MTs for exercise books and 701 MTs for examination answer sheets, thus making a total of 7498 MTs,

(c) The question of allotting concessional white printing paper to the State of

Karnataka as per its requirements will depend on the availability of white printing paper during the year 1986-87, which in turn is dependent on the production capacity of the paper mills covered by the Paper (Regulation of Production Amendment) Order 1983.

Allocation of funds for Technical Education in Kerala

2656. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the quantum of funds allocated by Government for the development of technical education in Kerala during the current year; and

(b) whether Government have given any directives to the State of Kerala with regard to the promotion of technical educational institutions under private management?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) Provision for normal development schemes is made under the State Sector. For the current year i.e., 1985-86 the Planning Commission has approved plan outlay of Rs. 250.00 lakhs for the development of technical education in Kerala.

In addition, there are certain specific areas for which direct central assistance is provided by the Central Government under Central Schemes for the projects which satisfy the criteria laid down in this behalf. During 1985-86, grants amounting to Rs. 227.56 lakhs have been released and are being released under the Central Schemes to the institutions in Kerala.

(b) No specific directives have been given to the State. However, all the State Governments including the State Government of Kerala are expected to adhere to the objectives of the Seventh Five Year Plan which lay greater emphasis on consolidation, modernisation, Removal of obsolescence, improvement of Quality and Stand-

ards of technical education and strengthening of facilities in areas of weakness and emerging Technologies.

Steps taken to arrest recession of ground water-level

2657. SHRI D.B. PATIL : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether ground water level is going down very fast year after year in various parts of the country and in particular in drought prone areas;

(b) if so, whether any study has been made of this phenomenon;

(c) if so, what are the findings of such study; and

(d) if not, what steps are proposed to be taken to find out ways and means to arrest the recession of ground-water-level?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (d) Fall in groundwater levels has been observed in some areas of the country including the drought prone areas. Measures like artificial recharge of groundwater and imposition of restrictions on flow of financial assistance from institutional sources for further groundwater development in such areas have been taken.

Suggestion to set up Book Finance Corporation

2658. SHRIMATI KISHORI SINHA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the working group on national book policy has suggested a Book Finance Corporation;

(b) if so, Government's view thereon; and

(c) the other recommendations of the group with Government's views on them?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) to (c) The working group on national book policy have not yet finalised their recommendations.

[Translation]

Shortage of power supply to wheel and axle plant, Bangalore

2659. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the Bangalore based wheel and axle plant has been facing shortage of power supply;

(b) if so, how Government propose to meet their requirements; and

(c) if not, the power requirement at present of the Plant and to what extent it is being met?

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

(b) and (c) Temporarily till June 1986, assistance has been arranged from Kerala State Electricity authorities. Matter has been taken up further with the Government of Karnataka and Ministry of Energy for classifying Wheel & Axle Plant under 'Exempted category' and for allocating central power from NTPC Power House at Ramagundam for exclusive use of Wheel & Axle Plant.

[English]

Adoption of 10+2+3 system of education by states

2660. SHRI UTTAMRAO PATIL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that the 10+2+3 system of education has not so far been adopted by every State/Union Territory in the country;

(b) if so, the names of such States/ Union Territories which have not yet adopted this system, and the reasons for not adopting this system; and

(c) how Government propose to compensate the loss of one year of those students who pursue a three year degree course as to bring them at par with the students taking degree in two year course especially in the light of the fact that Government are going to reduce the maximum age limit for appearing in the Civil Service Examination from 28 years to 26 years effective from the next year's Examination?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b) Adoption of 10+2+3 system of Education is the responsibility of the State Governments and the universities concerned.

According to information available, the following States/Union Territories have not yet adopted the 10+2+3 system of education :

1. Bihar
2. Orissa
3. Uttar Pradesh
4. Arunachal Pradesh
5. Haryana
6. Himachal Pradesh
7. Madhya Pradesh
8. Rajasthan
9. Jammu & Kashmir
10. Manipur
11. Punjab
12. Chandigarh
13. Andaman & Nicobar Islands.

(c) According to the regulations framed by U.G.C. no student shall be eligible to seek admission to the Master's course who has not successfully pursued the first degree of 3 years' duration. Students who pass the 2 years' degree course will have to undergo successfully a further one year bridge course to be eligible for admission to post-graduate courses.

Anti-leprosy week in capital

2661. DR. CHINTA MOHAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether at anti-leprosy week observed in the Capital, problems of shortages of drugs, anti-leprosy vaccine etc. were also highlighted; and

(b) if so, details thereof?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) An anti-leprosy week was observed in the capital with effect from 30th January, 1986 by organising :—

- (i) An exhibition at Pragti Maidan and Maulana Azad Medical College highlighting the Programme activities and areas for Community participation;
- (ii) T.V. Interview of Leprosy experts focussing attention on the problem, facilities available for treatment and removal of social-stigma;
- (iii) T.V. spots radio messages to educate masses;
- (iv) Advertisement in Daily Newspapers associating Gandhiji with leprosy;
- (v) Seminar on various aspects of leprosy at Patel Chest Institute, Delhi.

There is no shortage of anti-leprosy drugs under the programme. Three vaccines developed so far are under clinical

cal trials for providing their efficacy and suitability for mass use.

Strategy to eradicate T.B.

2662. DR. CHINTA MOHAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that T.B. has not been eradicated in the country due to failure to work out a strategy and regimen suited to our conditions;

(b) whether death rate from TB in India is one of the highest; and

(c) whether causes for ineffectiveness of BCG have been analysed and acted upon?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) No, Sir. Strategy for tackling the problem of tuberculosis in the country and suitable drug regimens for treatment of tuberculosis patients have already been laid down under National Tuberculosis Control Programme. Due to the peculiar epidemiological, nature of the TB disease; its chronic nature and the development of the disease being related to a number of intrinsic and extraneous factors etc. tuberculosis has not been eradicated from any country of the world including India. Tuberculosis is not a notifiable disease nor the exact cause of death is available. As such it is not possible to state whether the death rate due to tuberculosis disease in India is the highest. The studies conducted recently by National Tuberculosis Institute, Bangalore in a limited area in South India has revealed that mortality rate due to Tuberculosis has come down in that area from about 80 to 53 per one lakh population.

(c) Yes, Sir. Since BCG Vaccination is known to prevent various types of post primary complications following the primary infection with the tubercle bacilli, BCG vaccination is now being continued as a part of the Expanded Programme of Immunisation in the new borns and infants.

Financial assistance to cultural institutions in North Eastern Region

2663. SHRI PARAG CHALIHA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state the total amount granted as financial assistance to cultural institutions and/or organisations in the North-Eastern Region during the last three years with details of the total amounts granted to such institutions/organisations in Assam?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : During the last three years a total amount of Rs. 22,73,553.50 was granted as financial assistance to cultural institutions and/or organisations in the North-Eastern Region. Out of this, a sum of Rs. 9,34,553.50 was granted to such institutions in Assam, the year-wise break-up of which is under :—

1983-84 — Rs. 3,45,250/-

1984-85 — Rs. 3,28,553.50

1985-86 — Rs. 2,60,750/-

Mushrooming of unregistered nursing homes in Delhi

2664. PROF. RAMKRISHNA MORE : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are aware of the mushrooming of the un-registered nursing homes in various parts of Delhi generating infection, sickness and disease with their unhygienic working conditions besides exploiting the patients;

(b) if so, whether Government have made any survey to know how many un-registered nursing homes in the city are working and what are their working conditions;

(c) if so, the details thereof; and

(d) what steps have been taken by Government to have a fresh look at the

existing law governing the nursing homes to know its effectiveness or otherwise in the prevailing circumstances and steps contemplated by Government in this regard.

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) The Government do not have any such information.

(b) and (c) The Delhi Administration have informed that they have granted 110 licences to private nursing homes/hospital under the Delhi Nursing Home Registration Act/Ruls, 1953. The details are given in the statement below.

(c) The matter is being reviewed by Delhi Administration.

Statement

List of Nursing Homes

S.No. (1)	Name of N. Home (2)
1.	Dr. Sethi's Panchsheel Mat. & N. Home, 24356 Sakti Nagar, Delhi.
2.	Capital Nursing Home, D-3/7-A, Rana Pratap Bagh, Delhi.
3.	Arora Nursing Home, J-75, Rajouri Garden, New Delhi.
4.	Delhi Nursing Home, 1-A, Ansari Road, Darya Ganj, Delhi.
5.	Sondhi Nursing Home, B2-A, Kamla Nagar, Delhi.
6.	Puri Mat. & N. Home, 2/21, Roop Nagar, Delhi.
7.	Rosen Nursing Home, 6/81, W.E.A., Karol Bagh, New Delhi.
8.	Temple Nursing Home, 1—Ansari Road, Darya Ganj, New Delhi.
9.	Dr. Mehra Mat. & N. Home, 57-WA, Punjabi Bagh, New Delhi.
10.	Trehen's Nursing Home, Opp. Plaza Cinema, Connaught Place, New Delhi.
11.	Vohra Nursing Home, Rajouri Garden, New Delhi.
12.	Skin Institute, N. Block, Greater Kailash, New Delhi.
13.	Dr. Sethi Nursing Home, 74, Kamla Nagar, New Delhi.
14.	Rana Nursing Home, J-1/6, Rajouri Garden, New Delhi.
15.	Dewan Chand Nursing Home, 2-Jain Mandir Road, New Delhi.
16.	Jeevan Nursing Home, 11/5-B, Pusa Road, New Delhi.
17.	Talwar Nursing Home, 11/5-B, Pusa Road, New Delhi.
18.	Dr. Malik's Mat. & N. Home, 1-4/2, Model Town, Delhi.
19.	Jeevan Mat. & N. Home, 13/31, Arya Samaj Road, New Delhi.
20.	Delhi Clinic & Surgical N. Home, 119-E, Kamla Nagar, Delhi.

21. Dr. Srivastava Mat. & N. Home,
5/3-B, Roop Nagar, Delhi.
22. Dr. Sharma Nursing Home,
A-19A, Kailash Colony,
New Delhi.
23. Sham Lal Eye Hospital,
Malka Ganj,
Delhi.
24. Jeewan Hospital & N. Home,
67/1, Rohtak Road,
New Delhi.
25. Deshraj Nursing Home,
77-Darya Ganj,
New Delhi.
26. Dr. Bhatia Nursing Home,
19-B, Ansari Road,
Darya Ganj, N. Delhi.
27. City Clinic,
17-A/1, Asaf Ali Road,
New Delhi.
28. Dr. Sen's Nursing Home,
4, Barapulia Road,
Nizamuddin East,
New Delhi.
29. Central Delhi Mat. Home,
6479, Katra Baryan,
Fateh Puri, Delhi.
30. Dr. Marwah Nursing Home,
B-40, Kailash Colony,
New Delhi.
31. Dr. Bakshi Maternity Home,
A-1, Kirti Nagar,
New Delhi.
32. Dr. Bhutani Nursing Home,
B-8, Rajouri Garden,
New Delhi.
33. Rajora Mission Hosp. & N. Home
Bazar Sita Ram,
Kali Masjid,
Delhi.
34. Sangal Nursing Home,
C-26, Green Park, Ext.,
New Delhi.
35. Krishna Nursing Home,
23, Khan Market,
New Delhi.
36. Dr. Bhutani Nursing Home,
A-1/77, Safdarjang Dev. Area,
New Delhi.
37. Sehgal's Nursing Home,
B-21, Kailash Colony,
New Delhi.
38. Jeewan Hospital & N. Home,
Jeewan Nagar,
New Delhi.
39. Dr. Lal's Mat. & N. Homes,
727/2-A, Gandhi Nagar,
Delhi.
40. Godha Clinic & N. Home,
1316, Baidwara,
C.C. Delhi.
41. Dhawan Clinic,
45 A/II, Lajpat Nagar,
New Delhi.
42. Agarwal Nursing Home,
A/22, Vishal Enclave,
Rajouri Garden,
New Delhi.
43. Khera Hospital,
2/12, E, West Patel Nagar,
New Delhi.
44. Dr. Gupta Nursing Home,
Chand Tara Building,
G.T. Road, Shahdara,
Delhi.
45. Kamla Nursing Home,
13/1, Kalkaji Extension,
New Delhi.
46. Grover Nursing Home,
ER-42, Inderpuri,
New Delhi.
47. Comprehensive Model Family
Planning Clinic,
B.K. Puram,
New Delhi.

- | | |
|---|--|
| <p>48. South Delhi Poly Clinic & Nursing Home,
C-1/14, Safdarjang Dev. Area,
New Delhi.</p> <p>49. R.K. Gupta Nursing Home,
61/35, Rohtak Road,
New Delhi.</p> <p>50. Roshan Lal Bajaj Memo. Hospital,
1/C/3, New Rohtak Road,
New Delhi.</p> <p>51. D.R. Maternity Home,
C-3, Ashok Vihar,
Delhi.</p> <p>52. East West Medical Centre,
38, Golf Links,
New Delhi.</p> <p>53. Dr. R.L. Nursing Home,
L-1, Navin Shahdara,
Delhi.</p> <p>54. Sai Nursing Home,
A-3/8, Janakpuri,
New Delhi.</p> <p>55. Dr. Leekha Nursing Home,
E-8, Hauz khas,
New Delhi.</p> <p>56. Ashok Vihar Nursing Home,
Ashok Vihar, Delhi.</p> <p>57. The Private Clinic,
S-490/A, Greater Kailash,
New Delhi.</p> <p>58. Mahvir Nursing Home,
49/B/41, Punjabi Bagh,
New Delhi.</p> <p>59. Gayatri Nursing Home,
C-1/A, Model Town,
Delhi.</p> <p>60. Dr. Community Mat. Nursing
Home,
23-Community Centre,
Ashok Vihar,
Delhi.</p> <p>61. Dr. Hari Mohan,
Mohan Eye Hospital,</p> | <p>11/B, Sir Ganga Ram Hospital
Marg, New Delhi.</p> <p>62. Misra Surgical & Mat. Home,
D-2/14, Krishan Nagar,
Delhi.</p> <p>63. Gouri Nursing Home,
32-B, Kamla Nagar,
Delhi.</p> <p>64. South End Nursing Home,
205, Laxmi Bhawan,
Nehru Place,
New Delhi.</p> <p>65. Kataria Nursing Home,
71-Friends Colony West,
New Delhi.</p> <p>66. Jankidass Kapoor Memo. Hosp.
Naraina Road, Ranjit Nagar,
Khanpur, New Delhi.</p> <p>67. Bir Nursing Home,
19, Community Centre,
East of Kailash,
New Delhi.</p> <p>68. Kailash Nursing Home,
49-South Patel Nagar,
New Delhi.</p> <p>69. Hemraj Jain Hospital,
N.H.I. Block,
C-1, Janakpuri,
New Delhi.</p> <p>70. Gupta Nursing Home,
25-Raj Block, Navin Shahdara,
Delhi.</p> <p>71. Dhawan Nursing Home,
A-44, Vishal Enclave,
New Delhi.</p> <p>72. Ashok Nursing Home,
F-3/15, Krishan Nagar,
Delhi.</p> <p>73. Doctor's Clinic
703, Surya Kiran Building,
Kasturba Gandhi Marg,
New Delhi.</p> |
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| <p>74. Jivodaya Hospital,
Ashok Bihar,
New Delhi.</p> <p>75. Nazar Kanwar Surana Memo.
Hosp. 219/2, 220/2, Gulabi Bagh,
Delhi.</p> <p>76. Dr. Khera Hospital,
pandav Nagar, Shadipur,
New Delhi.</p> <p>77. National Heart Institute,
5-Community Centre,
East of Kailash,
New Delhi.</p> <p>78. Agarwal Charitable Hosp.
4/9. Shakti Nagar,
Delhi.</p> <p>79. Sushda Nursing Home,
Local Shopping Centre,
K. Block Greater Kailash,
New Delhi.</p> <p>80. Sachdeva Nursing Home,
Ear, Nose and Throat
Hospital, 2/8, Tilak Nagar,
New Delhi.</p> <p>81. Summit Clinic,
Palam Marg, Basant Vihar,
New Delhi.</p> <p>82. Vijan Mahinder Singh Memo.
Nursing Home,
Friends Colony,
New Delhi.</p> <p>83. M.R.M.; M.M.R. Institute of
Ophthalmology,
B-15, Swasthya Vihar,
Vikas Marg,
New Delhi.</p> <p>84. Bansal Nursing Home,
3590, 91 Bazar Sita Ram,
Delhi-110006.</p> <p>85. Maan Hospital,
1/37, Roop Nagar, G.T. Road,
Delhi-2,</p> <p>86. Shyam Lal Nursing & Research
Centre,</p> | <p>19-Ansari Road,
Darya Ganj,
New Delhi.</p> <p>87. Mata Channa Devi Arya
Dharmarth Eye Hospital,
D-1, Janak Puri,
New Delhi-58.</p> <p>88. Shri Rosan Lal Gupta,
Dharmarth Mission Nursing Home,
3/7, Shakti Nagar,
Delhi.</p> <p>89. Majeedia Hospital,
Hamdard Nagar,
New Delhi.</p> <p>90. Sunderlal Jain Charitable,
Hospital,
Ashok Vihar, Phase III,
Delhi.</p> <p>91. Nirmal Nursing Home,
B-14/2, Model Town II,
Delhi-110009.</p> <p>92. Friends Medical Centre,
12-Ring Road,
Lajpat Nagar III,
New Delhi-1100024.</p> <p>93. Northend Medical Centre,
Lusa Tower, A-2/3, Azadpur,
Complex, (Nainwala Bagh),
Delhi-33.</p> <p>94. Saroj Nursing Home,
4/19, Roop Nagar,
Delhi-110007.</p> <p>95. North Delhi Nursing Home,
3-Community Centre-II,
Phase II,
Ashok Vihar,
Delhi-110052.</p> <p>96. Raheja Nursing Home,
10223, Gurdwara Road,
Karol Bagh,
New Delhi.</p> <p>97. Ashlok Nursing Home,
25-A, Community Centre,
Safdarjung Enclave,
New Delhi,</p> |
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98. Friends Medical Centre,
(Kalindi Branch),
F-1, Kalindi, Ring Road,
New Delhi.
99. Mool Chand Kairati Ram Hospital,
Lajpat Nagar,
New Delhi.
100. Dr. Shroff's Charity Eye Hospital,
Darya Ganj,
New Delhi.
101. Sunder Lal Jain Eye Hospital,
Sadar Bazar,
Deputy Ganj, Delhi.
102. Sant Parmanand Eye Hospital,
18-Alipur Road,
Delhi.
103. Model Eye Hospital,
2 F, Lajpat Nagar,
New Delhi.
104. Holy Family Hospital,
Okhla Road,
New Delhi.
105. Tirath Ram Shah Charitable
Hospital,
Battery Lane,
Rajpur Road,
Delhi.
106. St. Stephen's Hospital,
Tis Hazari,
Delhi.
107. R.B. Seth Jessa Ram Hospital,
WEA Karol Bagh,
New Delhi.
108. Dr. B.L. Kapoor Memo. Hospital,
Pusa Road,
New Delhi.
109. Sir Ganga Ram Hospital,
Rajinder Nagar,
New Delhi.
110. Shri Marwari Aushdalaya,
Kinari Bazar,
Delhi.

**Loss to Railways due to Strikes and
Agitations**

2665. SHRI SOMNATH RATH :
SHRI M. RAGHUMA
REDDY :
SHRI MANIK REDDY :

Will the Minister of TRANSPORT be
pleased to state :

(a) the amount of loss suffered by
Railways during the last six months due to
strikes and agitations especially the West
Bengal Bandh on 11 February, 1986 ;
and

(d) the details in this regard and the
steps being taken to meet the situation in
future?

THE MINISTER OF STATE IN THE
DEPARTMENT OF RAILWAYS (SHRI
MADHAVRAO SCINDIA) : (a) and (b)
While the loss of Railway revenue due to
the West Bengal Bandh on 11th February
1986 is estimated to be about Rs. 4 crores
the amount of loss suffered by the Railways
due to the Strikes and agitations during the
last six months is being collected from the
Zonal Railways and will be placed on the
table of the Sabha.

The responsibility for maintenance of
law and order on Railway premises includ-
ing the trains being that of State Govern-
ments, a close liaison is established with
the State Administration and especially the
Police authorities and suitable precaution-
ary measures, as required by the situation,
are taken in coordination with them; this
will be continued in future also.

**Koraput-Rayagaoda Broad Gauge Railway
Line**

2666. SHRIMATI JAYANTI PAT-
NAIK :
SHRI BRAJAMOHAN MOH-
ANTY :

Will the Minister of TRANSPORT be
pleased to state:

(a) whether it is a fact that the constru-
ction work of the first phase of Koraput

Rayagada broad gauge railway line had been completed;

(b) if so, the amount spent on the construction of the first phase between Koraput and Machiliguda; and

(c) what steps have been taken to complete the remaining portion of the above line in Orissa?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) The first phase from Koraput to Machiliguda has been completed.

(b) Rs. 21 crores approx.

(c) It is being progressed according to the availability of resources.

Development and Maintenance of National Highways in Orissa

2667. SHRIMATI JAYANTI PATNAIK : Will the Minister of TRANSPORT be pleased to state :

(a) the amount sanctioned for the development and maintenance of National Highways in Orissa during 1985-86;

(b) the amount spent on each National Highway circle in Orissa on the above works during that year; and

(c) the amount allocated in 1986-87 towards development and maintenance of National Highways in Orissa?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) The amount allocated/released and expenditure incurred on the development and maintenance of National Highways in Orissa during 1985-86 is indicated below :

(Rs. in lakhs)

Development of National Highways		Maintenance of National Highways	
Amount allocated so far	Expenditure incurred upto 2/86	Amount released so far	Expenditure incurred upto 2/86
820.00	698.14	353.74	355.25

It may, however, be stated that figures of expenditure are received for the State as a whole and not circle-wise.

(c) The allocation for the development and maintenance of National Highways for 1986-87 has not been finalised as yet.

Howrah-Amta and Howrah-Sheakala Broad Gauge Lines

2668. SHRI HANNAN MOLLAH : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to complete the work of Howrah-Amta broad gauge railway line during the current year;

(b) how much work has been done so far;

(c) what steps Government propose to take to expedite the work of Howrah-Sheakala broad gauge line; and

(d) if so, by what time the work will be completed?

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

(b) Phase I from Santragachi to Barga-chia (24 kms) has been completed and opened to traffic in 1984.

(c) and (d) Due to shortage of funds, it will not be possible to take up the work on Howrah-Sheakala project. Completion of the work would depend on the overall availability of funds in the years to come.

Financial Assistance for Development of Alleppey Port in Kerala

2669. SHRI SURESH KURUP : Will the Minister of TRANSPORT be pleased to state:

(a) Whether financial assistance for development of Alleppy Port in Kerala has been made in the Seventh Five Year Plan; and

(b) if so, the details thereof?

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

(b) Does not arise.

Funds Allotted to Kerala under Reorientation of Medical Education Scheme

2670. SHRI SURESH KURUP : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the total funds allotted to Kerala under the Centrally sponsored re-orientation of Medical Education (ROME) scheme in each of the years from 1982 to 1985;

(b) the actual utilisation of such funds in the same period; and

(c) the achievements as compared to the targets fixed in Kerala during this period?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c) The Reorientation of Medical Education Scheme aims at involving the medical colleges in the direct delivery of health care service 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.

The following grants-in-aid have been released to the four Medical Colleges in the State of Kerala:—

S. No.	Name of the Medical College	Amount released (in lakhs)	Date	Total amount released (in lakhs)
1.	Government Medical College Kottayam	4.79	25.1.79	16.04
		1.65	20.1.82	
		9.60	20.1.82	

2. Government Medical College, Trivendrum	4.79	25.1.79	
	1.65	20.1.82	16.04
	9.60	20.1.82	
3. T. D. Medical College, Alleppey	4.79	27.9.79	
	1.65	20.1.82	16.04
	9.60	25.2.82	
4. Government Medical College, Calicut	4.79	27.9.79	
	1.65	20.1.82	16.04
	9.60	25.2.82	

It has been reported that construction of three garages at T.D. Medical College, Alleppey and one garage at Government Medical College, Trivandrum has been completed. The construction of the seminar-cum-lecture room is in progress in poor PHC covered under the Government Medical College, Trivandrum.

Private Air Taxi Service

2671. DR. G.S. RAJHANS :
SHRI K. PRADHANI :
DR. B.L. SHAILESH :

Will the Minister of TRANSPORT be pleased to state :

(a) whether there is a proposal under the consideration of Government to introduce private air taxis all over the country;

(b) if so, details thereof;

(c) by when such services will be introduced and the details of the private parties who had already approached Government with proposals to start the service;

(d) the purpose behind introducing such service and to what extent the service will be better for tourists as well as to the Government; and

(e) which authority will fix the fare structure and how will it vary from city to city or will it be uniform?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) Yes, Sir. Various modalities in this regard are being concretised.

(c) It is not possible to indicate at this stage, the date by which such services will be introduced. Although various private parties have written to know the proposal and related details, no party has submitted a definite proposal to start the service.

(d) The scheme is being examined from various angles including development of tourism.

(d) The details of the scheme and the modalities of its implementation are being worked out.

Thefts of Idols

2672. SHRI DHARAM PAL SINGH MALIK :
SHRI SARFARAZ AHMAD :
SHRI MANIK REDDY :

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

(a) whether it is a fact that cases of theft of idols have considerably increased in the country;

(b) if so, the number of such cases which came to light during the last three years; year-wise; and

(c) what steps have since been taken for the recovery of idols and to apprehend the idol lifters?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) While there was an increase in theft of idols in the country in 1984, there was a declining trend in 1985 according to available information.

(b) The number of such cases during the last three years is as under :

Year	No. of cases
1983	302
1984	337
1985	287

(c) Several measures have been taken to prevent thefts in the centrally protected monuments as indicated in the statement given below.

Statement

1. Armed Guards have been posted in fifteen centrally protected monuments and museums administered by the Archaeological Survey of India, in addition to strengthening of watch and ward arrangements in other monuments/sites.

2. Construction of twenty five sculpture-sheds at important sites to house loose and uncared for sculptures, their documentation and establishment of archaeological site museums.

3. Promulgation of the Antiquities and Art Treasures Act, 1972 to regulate the export trade in antiquities and art treasures, to provide for the prevention of smuggling and fraudulent dealing in anti-

quities; to provide for the compulsory acquisition of antiquities and art treasures for preservation at public places.

4. Creation in 1974 of a Central Investigating Unit (Antiques) in the Central Bureau of Investigation located at Delhi to investigate cases concerning theft of antiquities.

5. Maintenance of a computerised data bank of cases of theft and recoveries of certain important cultural properties (sculptures, idols and paintings) containing information about crimes, criminals and cultural property in the C.B.I.

6. Coordination between the Central Bureau of Investigation, the Archaeological Survey of India, State Police, Customs and Checkposts for prompt reporting of crimes, criminals, thefts concerning cultural property and smuggling of objects.

7. Assistance of Interpol is also sought where necessary for investigation of such cases.

Malaria Cases State-wise

2673. SHRI P.R. KUMARAMANGALAM : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the state-wise number of malaria cases reported during the last three years, year-wise; and

(b) how many cases proved fatal despite treatment?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) The requisite information is given in the statement below.

Statement

The State-wise number of Malaria Cases and Deaths Reported During the Last Three Years

Sl. No.	Name of the States U.Ts./others	1983		1984		1985 (Prov.)	
		Cases	Deaths	Cases	Deaths	Cases	Deaths
1.	Andhra Pradesh	35668	—	46238	—	33700	
2.	Assam	49237	16	59678	20	56003	
3.	Bihar	47217	6	51376	11	24962	
4.	Gujarat	280060	—	253552	—	133836	
5.	Haryana	138600	2	147160	2	103718	
6.	Himachal Pradesh	38947	—	27966	—	36478	
7.	Jammu & Kashmir	9901	—	18144	—	27942	
8.	Karnataka	61982	—	32293	—	27958	
9.	Kerala	3725	—	4735	—	3649	
10.	Madhya Pradesh	171585	13	145712	12	104845	
11.	Maharashtra	882983	1	91949	—	57915	
12.	Manipur	1553	1	1284	—	1166	
13.	Meghalaya	11600	1	15315	—	13056	
14.	Nagaland	4595	—	5322	—	4727	
15.	Orissa	251829	50	283927	49	176543	
16.	Punjab	177265	41	216098	58	223777	
17.	Rajasthan	115177	—	101955	—	64925	
18.	Sikkim	35	—	27	—	57	
19.	Tamil Nadu	67192	—	71320	—	71059	
20.	Tripura	10176	13	13126	24	7251	
21.	Uttar Pradesh	285618	16	419708	—	346428	
22.	West Bengal	41861	4	46340	6	18413	
23.	A. & N. Islands	6455	2	4054	1	3409	
24.	Arunachal Pradesh	31343	1	28284	—	22820	
25.	Chandigarh	23306	—	24292	—	37546	
26.	Dadra & Nagar Haveli	1660	—	1640	—	2400	
27.	Delhi	42107	52	38108	40	32594	
28.	Goa	882	—	808	—	344	
29.	Lakshadweep	5	—	3	—	1	
30.	Mizoram	14991	5	15056	6	16280	
31.	Pondicherry	434	—	545	—	274	
32.	Coalfields	859	—	493	—	521	
33.	DNK Project	9787	15	17988	18	10157	
INDIA		20,18,605	239	21,84,446	247	16,64,754	1

Proposal to increase port charges at Major Ports

2674. SHRI YASHWANTRAO GADAKH PATIL : Will the Minister of TRANSPORT be pleased to state :

(a) whether port charges at all major ports are proposed to be increased;

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

(c) whether Government have issued any guidelines to ports in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (c) Based on the recommendations of the Directing Group on Simplification and Rationalisation of Port Procedures (Tariff structure documentation and clearance of cargo), an Empowered Committee *Inter-alia* took a decision calling for rationalisation of ports' tariff structure. The proposals of the Port Trusts for rationalisation of rates have been received and no decision has yet been taken.

Research and Therapeutic Facilities in Field of Heart Diseases

2675. SHRI N. DENNIS : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state the steps proposed to extend research and therapeutic facilities in the field of heart diseases during the Seventh Five Year Plan ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : A Scheme of Rheumatic Heart Disease Control Programme has been approved in the 7th Five Year Plan and an amount of Rs. 50 lakhs has been earmarked for the same. The Indian Council of Medical Research, an autonomous organisation under the Ministry of Health and Family Welfare, is also undertaking several programmes in heart diseases during the 7th Five Year Plan period. These include research in rheumatic heart disease, hypertension and behaviour pattern in coronary heart disease.

A Centre for Advanced Research on Rheumatic Fever and Rheumatic heart Disease (RF-RHD) has been initiated at the All India Institute of Medical Sciences, New Delhi, to undertake indepth study of RF-RHD cases so as to identify high risk population and provide appropriate therapeutics.

Secondary prophylaxis through establishment of RF/RHD registries is proposed during the VII plan period to help evaluation of effectiveness of the secondary prophylaxis regimen.

Radiation from Computer Screen for Pregnant Women

2676. DR. T. KALPANA DEVI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government's attention has been drawn to results of Swedish research indicating that the radiation from Computer Screens is unsafe for pregnant women and causes serious birth defects and if so, corrective steps proposed; and

(b) whether any such studies will be conducted in India before we enter Twenty-first century ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) Yes. The Swedish Occupational Safety Administration together with Sweden's Radiological Protection Institute has carried out research on mice which shows that radiation from computer screens, until now considered safe for pregnant women, causes severe birth defects and even death among mice. However, data on pregnant women is not yet available.

(b) The Indian Council of Medical Research, an autonomous organisation under the Ministry of Health and Family Welfare, is considering a proposal to initiate research to study the adverse effects, if any, from such kind of radiation.

Deaths due to adulterated drugs**2677. SHRI V. TULSIRAM :****SHRI KAMLA PRASAD
SIGNH :**

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

(a) whether it is a fact that a large number of deaths have taken place in various parts of the country in hospitals due to adulterated drugs;

(b) if so, the names of the places where such deaths have taken place and their number State-wise;

(c) whether a high powered committee has been appointed by Government in this regard; and

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

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (d) The information is being collected from the State Drugs Control Authorities and will be laid on the Table of the Sabha.

[Translation]

New Railway Lines in Himachal Pradesh

2678. SHRI K.D. SULTANPURI :
Will the Minister of TRANSPORT be pleased to state :

(a) whether there is a proposal to lay Jagadhari-Paunta, Kalka-Parwanu and Deruwala-Nalagarh railway lines in Himachal Pradesh during the Seventh Five Year Plan; and

(b) if no, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) Survey for Jagadhari Paunta-Rajban rail line is in progress to determine financial implications. Government of Himachal Pradesh advised that Kalka-Parwanoo line

proposal be dropped. There is no proposal for the 3rd suggested line.

[English]

International Status to Airports

2679. SHRI BANWARI LAL PUROHIT : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is a proposal under the consideration of Government to provide international status to some of the airports in the country; and

(b) if so, the names of the airports in the country to which international status is proposed to be given during the Seventh Plan Period ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) On the basis of recommendations made by a High Level Committee set up by Government in January, 1985 to go into the question of reducing congestion at Bombay airport, and subsequent traffic surveys conducted by I.A.A.I., it has been observed that declaration of some more airports as international airports would help in relieving congestion at Bombay Airport. The Report is under examination.

Reduced Speed of Trains

2680 SHRI BANWARI LAL PUROHIT : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the speed of the several trains has been reduced;

(b) if so, the details of such trains; and

(c) the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) In the context of heavy accumulation of arrears in replacement of old railway track, it was decided to reduce the maximum permissible speed of eleven pairs of high speed trains from 110 Kmph to 100

Kmph w.e.f. 1.5.1982. A statement showing these trains is given below. In addition, the maximum speed of 2 pairs of trains viz., 121/122 Tamil Nadu Express and 125/126 Kerala Express was also reduced from 110 Kmph to 100 Kmph on electrified portion only to conform with Commissioner for Railway Safety's recommendation for reducing the maximum permissible speed of electric locos.

Statement

The List of trains, the maximum permissible speed of which was reduced from 1.5.1982.

- (1) 1/2 Howrah-Delhi/Kalka Mail.
- (2) 155/156 Tinsukia Mail.
- (3) 175/176 Neelachal Express.
- (4) 191/192 Sonbhadra/153/154 Jayanti Janata Express.
- (5) 119/120 Gomti Express.
- (6) 181/82 Sarvodya Express.
- (7) 139/140 Ganga Kaveri Express.
- (8) 15/16 G.T. Express.
- (9) 141/142 Coromondal Express.
- (10) 59/60 Gitanjali Express.
- (11) 143/144 Kalinga Express.

Setting up of South Central Cultural Centre at Nagpur

2681. SHRI BANWARI LAL PUROHIT : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is a proposal under the consideration of Government to set up a South Central Cultural Centre at Nagpur in Maharashtra State; and

(b) if so, by when the proposed Centre will be set up ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Yes, Sir.

(b) The proposed Centre is likely to be set up by the end of June, 1986.

World Bank Loan for Narmada Project

2682. SHRI NARSINH MAKWANA: Will the Minister of WATER RESOURCES be pleased to state :

(a) the total amount of loan Government propose to take from the World Bank for Narmada Scheme and the amount of loan World Bank have agreed to advance and the time by which this amount will start coming;

(b) the source through which the rest of the amount will be received for completion of this scheme;

(c) the share proposed to be given to State Governments of Gujarat, Madhya Pradesh, Maharashtra and Rajasthan and the amount received by each State Government as its share, and

(d) whether this scheme will be completed within the Scheduled time ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) The World Bank is providing assistance of \$ 450 million to the Sardar Sarovar Project. The credit/loan became effective from January, 1986.

(b) The outlay needed for the project will have to be provided through the State Plans.

(c) All the State Governments with the exception of Rajasthan (which is not a participating State in the World Bank assisted project) are entitled to additional central assistance in terms of the additional guidelines of the Government of India and in keeping with the share of investment borne by each State. No utilisation of credit/loan has taken place so far.

(d) The Sardar Sarovar Project in-

cluding its canal system is programmed to be completed by 1998-99.

Locomotives in use in Railways

2683. SHRI BANWARI LAL BAIRWA : Will the Minister of TRANSPORT be pleased to state :

(a) the total number of locomotives with the various Divisions of Indian Railways and their break-up make-wise; and

(b) the number of old locomotives in Southern Railway replaced by later models under the modernisation programme and the target set for 1986 in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The number of locomotives with the different zones of the Indian Railways as on 31.3.85 is

indicated in the Statement-I given below, including break up on the basis of mode of traction, gauge-wise.

(b) The holding of overaged locomotives at the beginning of VI and VII Five Year Plans on the Southern Railway is indicated in Statement-II given below.

Out of a total of 62 old steam locomotives that were in service at the beginning of the VI Plan, 57 have been replaced on Southern Railway. The remaining five Metre gauge steam locomotives are of the "X-Super" type fitted with the rack system. There is no design available with the Indian Railways at present for replacement of these locomotives. These are being maintained in good fettle for service on the Nilgiri Mountain Railway.

These overaged locomotives are not proposed to be replaced during 1986,

Statement-I

Locomotives—

Railway-wise and gauge-wise holding on Indian Railways (as on 31.3.85)

Railway	Steam			Diesel			Electric	
	BG	MG	NG	BG	MG	NG	BG	MG
Central	600	—	76	516	—	15	194	—
Eastern	690	—	19	323	—	—	264	—
Northern	841	248	14	350	60	31	233	—
North-Eastern	75	608	—	29	41	—	—	—
Northeast Frontier	74	272	24	20	115	—	—	—
Southern	2	360	2	235	73	—	—	20
South-Central	296	346	—	270	92	—	104	—
South Eastern	468	—	101	295	—	45	331	—
Western	253	515	86	235	160	—	107	—
Total	3299	2349	322	2273	541	91	1233	20

Statement-II

Holding of overaged Locomotives at the beginning VI and VII Five Year Plans on Southern Railway were as under :

Type	At the beginning of 6th Five Year Plan (as on 31.3.80)			At the beginning of 7th Five Year Plan (as on 31.3.85)		
	BG	MG	NG	BG	MG	NG
Steam	20	39	3	—	5	—
Diesel	—	—	NIL	—	—	—
Electric	—	—	NIL	—	—	—
Total	20	39	3	—	5	—

Widening of National Highways in Rajasthan

2684. SHRI BANWARI LAL BAIRWA : Will the Minister of TRANSPORT be pleased to state :

(a) whether keeping in view the traffic, Government propose to prepare scheme for widening of National Highways in Rajasthan; and

(b) if so, by what time?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) The improvement of National Highways including widening thereof is a continuous process and is being done in a phased manner keeping in view the traffic requirements, the inter-se priority of such works on an all-India basis and availability of financial resources.

Opening of new C.G.H.S. Dispensaries in Delhi

2685. SHRI BANWARI LAL BAIRWA . Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the number of C.G.H.S. dispensaries proposed to be opened in Delhi by the end of 1986;

(b) whether it is a fact that the new dispensaries which Government had decided to open during the last three years could not be opened till today and if so, the reasons therefor; and

* (c) the names of the places where decision for opening of new dispensaries has been taken?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c) Six allopathic dispensaries have been sanctioned in CGHS Delhi during the last three years. Three dispensaries, one each at Mayur Vihar, Dakshinpuri and Vivek Vihar have already started functioning. One dispensary in Paschim Puri will start functioning by the end of March, 1986. The remaining two dispensaries which were proposed to be opened in Shalimar Bagh and Kingsway Camp could not be opened due to non-availability of accommodation and will be opened as soon as suitable accommodation is available.

Expenditure on family planning programmes during 1986-87

2686. SHRI BANWARI LAL BAIRWA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the amount likely to be spent on family planning programmes during 1986-

87 and the State-wise details of the targets achieved as a result thereof; and

(b) whether it is also a fact that poor people are becoming aware of its benefits and whether in order to popularise this programme during 1986 Government propose to give more facility to the persons who are adopting family planning devices and if so, the details thereof?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) An outlay of Rs. 530 crores is being provided for the Family Welfare Programme during 1986-87. State-wise targets for 1986-87 have still to be finalised.

(b) The Programme is becoming increasingly popular. Its outreach will be further expanded with a view to making services and supplies available as near to the doorsteps of the people as possible.

[English]

Exemption of Railwaymen from application of Industrial Disputes Act

2687. DR. SUDHIR ROY : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is a move on the part of Government to exempt railwaymen from the application of Industrial Disputes Act; and

(b) if so, the reasons therefor?

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

(b) Does not arise.

Books stocked by N.B.T.

2688. SHRI D.P. YADAVA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the total number of books stocked as on 31 March, 1985 with National Book Trust;

(b) the total value thereof; and

(c) the number of unsold books in stock as on date which are lying for more than five years?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) The total number of books stocked as on 31 March, 1985 with the National Book Trust was 34,40,000.

(b) The total value of these books as on 31 March, 1985 was Rs. 74,35,000/-.

(c) The total number of books remaining unsold for more than five years as on 31 March, 1985 was 6,20,000.

Expenditure on computerisation of rail reservations

2689. SHRI RAJ KUMAR RAI : Will the Minister of TRANSPORT be pleased to state the expenditure incurred on computerisation of passenger and freight reservations upto February, 1986?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : The exact expenditure incurred on computerisation of passenger reservations and freight operations information system upto February, 1986 will be available after the accounts are finalised for the month of February, 1986.

However, the approximate expenditure incurred on these schemes upto February, 1986 is expected to be around Rs. 4.0 crores and Rs. 1.29 crores respectively.

Collision of Trains near Jaipur

2690. SHRI M. RAGHUMA REDDY :
SHRI MANIK REDDY

Will the Minister of TRANSPORT be pleased to state :

(a) whether over 20 persons were injured when a shuttle train rammed into another passenger train at Thikario-Ki-

Baori Station near Jaipur on 17 February, 1986;

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

(c) if so, the action taken by Government against persons found responsible; and

(d) whether any compensation has been paid to the persons who were injured?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Five passengers suffered minor injuries and the rest had only trivial injuries.

(b) Yes, Sir.

(c) The Assistant Station Master and two Pointsmen, found primarily responsible for the accident, have been placed under suspension. Secondary responsibility has been fixed on the Driver of 233 Up Fast Passenger. Action for imposition of major penalty against them has been initiated.

(d) Ex-gratia payment of Rs. 250/- to each of the five passengers who suffered minor injuries, was made.

EMU suburban trains on Surat-Bharuch-Baroda Ahmedabad sections

2691. SHRI HAROOBHAI MEHTA : Will the Minister of TRANSPORT be pleased to state :

(a) whether any suggestion has been received from Government of Gujarat that EMU suburban trains should be planned on Surat-Bharuch, Bharuch-Baroda and Baroda-Ahmedabad sections;

(b) whether the matter was discussed with the Railway Convention Committee when it visited Gujarat in 1984; and

(c) if so, the progress in the matter?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Suggest-

tions have been received from certain quarters.

(b) Yes Sir.

(c) Introduction of suburban services in the above sections would not be possible in the near future because a large number of EMU rakes and other heavy inputs will be required.

Conversion of Bhavnagar-Tarapur rail line to Broad Gauge and rail connections to Magdalla and Hazira Ports (Surat)

2692. SHRI HAROOBHAI MEHTA : Will the Minister of TRANSPORT be pleased to state :

(a) whether the Government of Gujarat has been representing to the Union Government to accept their proposal to convert Bhavnagar-Tarapur railway line to Broad Gauge railway line;

(b) if so, the stand of the Union Government on this proposal;

(c) whether Government have also received a representation from the Gujarat Government to provide rail connections to the ports of Magdalla and Hazira (Surat); and

(d) if so, the action taken thereon?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) There is no Direct Railway line existing between Bhavnagar and Tarapur. The question of conversion therefor does not arise. The State Govt. has, however, been demanding construction of a direct BG line between Bhavnagar and Tarapur (150 kms.)

(b) The present resources constraint does not permit consideration of this proposal.

(c) and (d) The State Govt. of Gujarat has requested Railway to consider a proposal to provide rail link to Magdalla port and Hazira port. For connection to Hazira port suggestions is for extension of KRIBCO Siding at Hazira.

For connection to Magdalla the State

Government's proposal is to provide a rail link from Udhna.

Central Schools in Sikkim

2693. SHRIMATI D.K. BHANDARI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is any Central Schools in Sikkim;

(b) if so, locations thereof;

(c) whether the schools have their own buildings; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Yes, Sir.

(b) Gangtok.

(c) and (d) School's own building is under construction.

Renovation of Chandigarh Railway Station

2694. SHRI CHIRANJI LAL SHARMA : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal to renovate Chandigarh Railway Station during Seventh Plan Period; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) At present there is no plan for renovation of Chandigarh Railway Station.

(b) Does not arise.

More D.T.C. Buses on various routes

2695. SHRI CHIRANJI LAL SHARMA : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the number of buses of Delhi Transport Corporation running on different routes is not sufficient to cope up with the present traffic; and

(b) if so, the steps to be taken to increase the number of buses on various routes?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) Certain level of inadequacy of services is felt during morning and evening traffic peak period. To meet this situation the D.T.C. has decided to engage 100 private buses under the kilometerage Scheme for deployment in areas where the problem is acute. Steps are also being taken to augment the existing fleet and to rationalise the routing pattern for improving the service level on various routes.

National Users Consultative Committees

2696. SHRI CHIRANJI LAL SHARMA : Will the Minister of TRANSPORT be pleased to state :

(a) the reasons for delay in formation of National Users Consultative Committees and Zonal Committees; and

(b) by what time these committees will be set up?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) The Zonal Railway Users' Consultative Committees have already been constituted for the term 1-1-86 to 31-3-88. The National Railway Users' Consultative Council is in the process of reconstitution for two years term from 1-7-86 to 30-6-88.

I.S.O. Container Depots at Delhi and Ahmedabad

2697. SHRI RANJIT SINGH GAEKWAD :
SHRI HAROOBHAI MEHTA :

Will the Minister of TRANSPORT be pleased to state :

(a) whether the Railway Department have decided to set up two ISO Container Depots at Delhi and Ahmedabad;

(b) whether the Railway authorities have selected Thaltej near Ahmedabad for the said container Depot.

(c) whether a discussion in this regard was held on 31 January 1984 with the Railway Convention Committee at Ahmedabad; and

(d) if so, the outcome thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MALHAVRAO SCINDIA) : (a) An Inland Container Depot (ICD) at Delhi (Pragati Maidan) is already functioning since March 1984. It is proposed to have another one at Tughlakabad. Regarding I.C.D. at Ahmedabad, final decision about setting up the same has not been taken so far.

(b) Tentatively, a site at Thaltej near Ahmedabad was identified for the purpose.

(c) and (d) A meeting between the representatives of the State Government of Gujarat and Members of the Railway Convention Committee was held on 31.1.1984 at Ahmedabad, but minutes of that meeting have not been received in the Railway Board from the State Government.

Vayudoot Service in Kerala

2698. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether Kerala Government have urged his Ministry to introduce Vayudoot Services in Kerala; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) No such request has been received in the recent past

(b) Does not arise.

Amount Allocated for Development of Minor Ports During Seventh Plan

2699. SHRI SOMNATH RATH : Will the Minister of TRANSPORT be pleased to state :

(a) The total amount allocated for development of minor ports during the Seventh Plan;

(b) the details of the demands forwarded by Government of Gujarat for providing financial assistance for development of minor ports; and

(c) the reaction of Government thereto?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Total amount allocated for Maritime States and Union Territories for development of minor ports under State Sector during 7th Plan is Rs. 125.62 crores. An outlay of Rs. 20 crores has also been approved in the Central sector for development of Minor Ports.

(b) The details of demands forwarded by Government of Gujarat to the Sub-Group of the Working Group of Ports and under the State Sector are given in statements I & II given below.

(c) On account of constraint in resources an outlay of Rs. 23.86 crores only was approved in the State Sector during the 7th Plan for development of minor ports and Lighthouses for the Gujarat State Government. A Sub-Group of the Working Group on the Port Sector has been constituted to identify minor/intermediate ports, including ports in Gujarat State, for development on a selective basis in the Central Sector.

Statements I

Proposals sent by Gujarat state Government for development of minor ports during 7th Plan under Central Sector

PORT	AMOUNT (Rs. in lakhs)
1. Development of Pipavav Port	2440
2. Development of Hazira Port	2212
3. Modernisation of selected Ports	
a) Veraval	800
b) Okha	520
c) Bedi	552
Total	6524

Statement-II

Proposals sent by Gujarat State Government for development of minor ports during Seventh Plan under the State Sector

Item	Amount (Rs. in lakhs)
1. Construction of Docks etc at Bedi and Navalakhi Ports	200.00
2. Augmentation of Port equipment at Bhavnagar, Okha, Navalakhi, Veraval, Porbandar and Mandvi Ports	100.00
3. Transport facilities etc, at important Ports	100.00

4. Floating crafts for Ports at Bhavnagar, Bedi, Veraval, Navalakhi, Okha etc. 600.00

5. Warehousing facilities at Bhavnagar, Bedi, Veraval, Navalakhi, Okha etc. 100.00

6. Miscellaneous, including development of Pipavav Port, construction of Office building, water supply etc. 1500.00

7. Coastal management. 50.00

8. Construction and repairs including development of new port at Hazira 500.00

9. Survey and investigation of Gujarat coast 200.00

10. Purchase of a trailing suction dredger small grab dredger a dredging at Bhavnagar and Okha Approach channels. 600.00

16. Local navigational aid at various ports. 50.00

Grand Total 4000.00

Accidents Involving DTC Buses

2700. SHRI SOMNATH RATH : Will the Minister of TRANSPORT be pleased to state :

(a) the number of accidents involving

buses of Delhi Transport Corporation from November, 1985 to January, 1986;

(b) the number of persons killed and injured therein; and

(c) the amount of compensation so far

paid to the victims of those accidents?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) The requisite information is given below ;—

Month	No. of Accidents	No. of persons injured	No. of persons killed
Nov. '85	352	102	15
Dec. '85	340	98	21
Jan. '85	370	112	14
	<u>1062</u>	<u>312</u>	<u>50</u>

(c) Out of the accidents involving D.T.C. buses during the period from November, 1985 to January, 1986, DTC has received summons from the Motor Accidents Claim Tribunals in 12 cases only. The M.A.C.Ts; have as yet not passed either the interim or final award in these cases. Thus, stage for payment of compensation has not reached.

Scheme to Provide Nutritious Food and Medicine to Women

2701. KUMARI PUSHPA DEVI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have introduced any scheme to provide nutritious food and medicines to pregnant women and mothers in the backward and hilly areas under point 15 of 20 Point Economic Programme; and

(b) if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P.V. NARASIMHA RAO) : (a) and (b) The Integrated Child Development Services (ICDS) Scheme introduced in 1975-76 is included in Point-15 of the New 20-Point Programme. The Scheme provides an integrated package of services to children

in the age group 0-6 years and to pregnant and expectant mothers comprising of :—

1. Supplementary nutrition;
2. Immunization;
3. Health check-up;
4. Referral services;
5. Nutrition and health education. (Non-formal education is also extended to children).

The scheme is intended to cover tribal areas; urban slums; backward droughtprone and nutritionally deficient rural areas; and such areas as are inhabited predominantly by the scheduled castes. Starting with 33 ICDS projects in 1975-76, the Scheme has since been expanded substantially. 1229 Centrally Sponsored ICDS projects have been sanctioned upto 1985-86 besides 129 projects in the State Sector.

The focal point for the delivery of the ICDS package of services is an Anganwadi in Village or a ward or slum in areas covered by the ICDS projects. As a part of the services relating to health check-up and referral, simple medicines are provided to the beneficiaries in the Anganwadi itself.

As per the status report received from

998 centrally sponsored projects as on 31.12.1985, 85,619 Anganwadis were providing supplementary nutrition to 55,61,430 children and 11,20,080 pregnant women and nursing mothers.

Road Works Finance by Central Government

2702. SHRI D.B. PATIL : Will the Minister of TRANSPORT be pleased to state :

(a) the number of road works which were financed in whole or in part by the Union Government, State-wise and Union Territory-wise during 1983-84, 1984-85 and April, 1985 to December, 1985;

(b) the expenditure incurred, State-wise and Union Territory-wise on such works during the above period; and

(c) whether areas having heavy rainfall

and hilly areas are given preferential treatment while financing such road works?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Statement-I indicating the requisite information in respect of the works approved under the Central Aid Programme of loan assistance for State Roads of Inter-State or Economic Importance is given below.

(b) The funds to the State Governments for the above works are allotted in a lump-sum manner and not work-wise depending upon the overall resources available, balance of operative sanctions and expenditure on the works. Statement-II indicating the amounts released to the State Governments and Union Territories from 1983-84 to 1985-86 is given below.

(c) No, Sir.

Statement—I

Number of road works which were financed in whole or in part by Union Government, State-wise and Union Territories-wise during 1983-84, 1984-85 and April, 1985 to December, 1985

S. No. State/Union Territory	1983-84	1984-85	April-December 1985
1. Andhra Pradesh	1	2	—
2. Assam	3	—	—
3. Bihar	—	1	1
4. Gujarat	6	—	—
5. Haryana	—	—	—
6. Himachal Pradesh	—	—	—
7. Jammu & Kashmir	—	—	—
8. Karnataka	4	2	1
9. Kerala	—	—	—
10. Madhya Pradesh	3	—	—

1	2	3	4	5
11.	Maharashtra	1	—	—
12.	Manipur	1	—	—
13.	Meghalaya	—	—	—
14.	Nagaland	1	—	—
15.	Orissa	—	3	—
16.	Punjab	—	—	—
17.	Rajasthan	1	3	—
18.	Sikkim	1	—	—
19.	Tamil Nadu	14	—	—
20.	Tripura	—	—	—
21.	Uttar Pradesh	5	8	—
22.	West Bengal	1	—	—
23.	A & N Islands	—	—	—
24.	Arunachal Pradesh	—	—	—
25.	Chandigarh	—	—	—
26.	Delhi	—	—	—
27.	Goa, Daman & Diu	—	—	—
28.	Mizoram	—	—	—
29.	Pondicherry	—	—	—
Total		42	19	3

Statement—II*Fund released to State/Union Territories under the E&I Programme*

(Rs. in lakhs)

S. No.	Name of State/ Union Territory	1983-84	1984-85	1985-86 (Amount ear- marked)
1.	Andhra Pradesh	30.00	56.50	135.00
2.	Assam	38.00	15.00	40.00
3.	Bihar	4.24	30.00	5.00
4.	Gujarat	18.75	30.00	35.00

1	2	3	4	5
5. Haryana		15.00	20.00	—
6. Himachal Pradesh		30.00	30.00	25.00
7. Jammu & Kashmir		40.00	25.00	45.00
8. Karnataka		28.00	49.54	130.00
9. Kerala		—	19.50	—
10. Madhya Pradesh		18.00	15.00	60.00
11. Maharashtra		10.00	20.00	—
12. Manipur		5.00	5.50	2.00
13. Meghalaya		—	2.00	—
14. Nagaland		4.00	10.00	4.00
15. Orissa		9.32	50.00	100.00
16. Punjab		50.40	80.00	14.00
17. Rajasthan		102.42	80.00	50.00
18. Tamil Nadu		18.00	40.50	40.00
19. Uttar Pradesh		60.00	123.96	65.00
20. West Bengal		50.30	30.00	90.00
21. Goa, Daman & Diu		14.865	0.10	10.00
22. Mizoram		15.135	8.86	20.00
23. Sikkim		10.24	7.50	—
Total :		571.67	748.96	870.00

Books Published by N.B.T.

2703. DR. PHULRENU GUHA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state the number and names of books for children published by National Book Trust in 1983, 1984 and 1985 ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : 77, 73 and 160 children books including originals, translations, revised editions and reprints, were published by the NBT in 1982-83, 1983-84 and 1984-85 respectively. The names of these books are given in the statement below.

Statement

S.No.	Title
ENGLISH	
1.	The Pool in the Jungle
2.	Tilli the Butterfly
3.	The littlest Wave
4.	Adv. of Wildlife Warden
5.	A Tale of Trouble
6.	Gautama Budha
7.	Stories from Babu's Life
8.	The Rainbow

9. The Summer Tree Contest
10. Cricket
11. The Day the River Spoke
12. The Cosmic Gift
13. Tales for all Times
14. Wildwood Notes
15. India's Young Heroes
16. The Wise & the Willy
17. Festival of India
18. The Best Thirteen

ASSAMESE

19. The Broken Wings & Other Asian Tales
20. Gautam Buddha
21. Cricket
22. Madam Rides the Bus

BENGALI

23. Inventions That Changed the World-II
24. Stories of Valour
25. Navy Our
26. Watching Birds
27. Cricket
28. Our Air Force
29. Our Useful Plants

GUJARATI

30. Romance of Postage Stamps
31. I Like the World

HINDI

32. The Pool in the Jungle

33. Stories of Valour
34. Tilli the Butterfly
35. Rohanta and Nandriya
36. Books Forever
37. The Broken Wings & Other Asian Tales
38. Adventure of Wildlife Warden
39. A Tale of Trouble
40. Gautam Buddha
41. Stories from Bapu's Life
42. The Rainbow
43. The Summer Tree Contest

44. As They Saw India
45. Cricket

46. Mahabharat
47. Hockey in India
48. India's Young Heroes

49. Wise the Willy
50. Festival of India

KANNADA

51. I Like the World
52. Amar Jyoti
53. The Wonderful World of Books

(MARATHI)

54. I Like the World
55. Our Army

56. Edgaah
57. Our Use Plants

ORIYA

58. Romance of Postage

59. Our Airforce

60. The Day the River Spoke (PUNJABI)

61. Festival of Eid

62. I Like the World (TAMIL)

TELUGU

63. Stories of Valoure

64. The Broken Wings

65. The Wonderful Word of Books

66. I Like the World

67. Our Army

68. Festival of Eid

69. Our Airforce

70. Prem Chand

71. Mahabharat

72. Tales for All Times

73. Our Useful Plants

74. The Broken Wings (URDU)

75. Gautama Buddha

76. I Like the World

77. The Day the River Spoke

LIST OF NEHRU BAL PUSTAKALAYA
PUBLICATIONS 1983-84

ENGLISH (NBP)

1. Some Street Games of India

2. Who's Who at the Zoo (RP)

3. The Cat Family (RP)

4. Stories of Light & Delight (RP)

5. Books Forever (RP)

6. Story of Our Railways (RP)

7. Watching Birds (RP)

8. How Munia Eound Gold

9. Kashmir (RP)

10. Tales for all Times (RP)

ASSAMESE (NBP)

11. The Rainbow

12. Our Useful Plants

BENGALI (NBP)

13. Chhotoder Bangla Natak

14. Once Upon a Time-II (RP)

15. Once Upon a Time-I (RP)

16. The Rainbow

17. Kashmir (RP)

18. Madam Rides the Bus

GUJARATI (NBP)

19. How Films are made

20. Who's Who at the Zoo

21. Our Useful Plants

HINDI (NBP)

22. Some Street Games of India

23. The Littlest Wave

24. Books Forever (RP)

25. Stories of Light & Delight (RP)

26. How Munia Found Gold

27. Stories from Babu's Life (RP)

28. Rohanata aur Nandriya (RP)

29. Festival of Eid

30. Our Air Force (RP)

31. Mahabhaarat (RP)
32. Wild Woodnotes
33. Tales for all Times (RP)
34. The Best Thirteen
35. A Cosmic Gift

MARATHI (NBP)

36. The Pool in the Jungle
37. Tilli the Butterfly
38. Adventure of a Wildlife Warden
39. A Tale of Trouble
40. Gautam Buddha
41. The Rainbow
42. The Summer Tree Contest
43. Prem Chand
44. The Wise & the Willy

ORIYA (NBP)

45. How Films are made
46. The Story of Our Rivers-II (RP)
47. The World of Trees (RP)
48. Who's Who at the Zoo (RP)
49. Romance of Postage Stamps (RP)
50. Once Upon A Time-II (RP)
51. Once Upon A Time-I (RP)
52. Books For Ever (RP)
53. Stories of Light & Delight (RP)
54. The Olympics and their Heroes (RP)
55. The Rainbow
56. As They Saw India (RP)

57. The Story of Our Rivers-I (RP)
58. Prince of Ayodhya (RP)
59. Inventions that changes the World-I (RP)
60. Inventions that changes the World-II (RP)

61. Our Useful Plants

TELUGU (NBP)

62. The Rainbow
63. Gautam Buddha
64. The Jorasanko House
65. Some Indian Saints
66. Madam Rides the Bus

URDU (NBP)

67. Tilli the Butterfly
68. The Summer Trees Contest
69. Mahabharat
70. Festival of Eid
71. Our Useful Plants
72. Madam Rides the Bus
73. The Rainbow

LIST OF PUBLICATIONS 1984-85**ENGLISH (NBP)**

1. The Story of Blood
2. The Story of Rivers—II (RP)
3. Some Street Games (RP)
4. Mora (RP)
5. The Pool in the Jngle (RP)
6. Stories of Valour (RP)

7. Tilli the Butterfly (RP)
8. A Trip of Heaven (RP)
9. The World of Trees (RP)
10. Who's Who at the Zoo (RP)
11. Rohanta and Nandriya (RP)
12. Our Trees
13. The Littlest Wave (RP)
14. Romance of Postage Stamps (RP)
15. Books Forever (RP)
16. Stories of Light and Delight (RP)
17. Red Kite
18. The Broken Wings and Other Asian Tales (RP)
19. The Story of Our Railways (RP)
20. Stories from Bapu's Life (RP)
21. A story about Tea.
22. A Tail of Trouble (RP)
23. Watching Birds (RP)
24. The Rainbow
25. As They Saw India (RP)
26. The Story of Our Rivers-I (RP)
27. Prince of Ayodhya (RP)
28. Cricket (RP)
29. Invention That Changed the World-I (RP)
30. Invention That Changed the World-II (RP)
31. Bullock-Carts and Satellites
32. Mad Mango.
33. Festival of Eid (Rev. ed.)

34. Our Air Force (RP)
35. Diwali
36. Tales of All times (RP)
37. The Story of Hed Cross (RP)
38. Pollution
39. Pollution (RP)
40. Our Useful Plants (RP)
41. India's Young Heroes (RP)
42. Story of Swarajya-II (RP)
43. Sona's Adventure (RP)
44. The Wise & The Willy (RP)
45. Story of Swarajya-I (RP)
46. We Indians.
47. We Indians (RP)

HINDI (NBP)

1. The Story of Our Rivers-I (RP)
2. The Story of Our Rivers-II (RP)
3. Some Street Games of India (RP)
4. Mora (RP)
5. Stories of Valour (RP)
6. A Trip to Heaven (RP)
7. The World of Trees (RP)
8. Rohanta and Nandriya (RP)
9. Our Trees
10. The Littlest Wave (RP)
11. Romance of Postage Stamps (RP)
12. Books Forever (RP)
13. Books Forever (RP)

14. Stories of Light and Delight (RP)
15. Red Kite
16. Hamara Natak
17. Hamara Natak (RP)
18. Gautam Buddha (RP)
19. Gautam Buddha (RP)
20. The Wonderful World of Books.
21. Watching Birds (RP)
22. Stories from Bapu's Life (RP)
23. The Rainbow (RP)
24. As They Saw India (RP)
25. Cricket (RP)
26. Prince of Ayodhya (RP)
27. Invention that Changed the World-I (RP)
28. Invention That Changed the World-II (RP)
29. Bullock-Carts and Satellites
30. Our Army (RP)
31. Rupa The Elephant (RP)
32. Mad Mango
33. Our Air Force (RP)
34. Diwali
35. Premchand (RP)
36. Mahabharat (RP)
37. Panch Kahaniya (RP)
38. A Cosmic Gift (RP)
39. Wild Woodnotes (RP)
40. Tales for All Times (RP)

41. Who's Who at the Zoo (RP)
42. The Story of Red Cross (RP)
43. Pollution
44. India's Young Heroes (RP)
45. India's Young Heroes (RP)
46. Sona's Adventure (RP)
47. Story of Swarajya-I (RP)
48. Story of Swarajya-II (RP)
49. We Indians
50. We Indians (RP)

ASSAMESE (NBP)

1. The Pool in the Jungle
2. Tilli the Butterfly
3. The Littlest Wave
4. Adventure of a Wild Life Warden
5. A Tale of Trouble
6. Wild Woodnotes
7. The Wise and the Willy
8. We Indians

BENGALI (NBP)

1. Stories of Valour (RP)
2. The Littlest Wave
3. Once Upon a Time-I (RP)
4. Once Upon a Time-II (RP)
5. A Tale of Trouble
6. Watching Birds (RP)
7. The Rainbow (RP)
8. I Like the World

9. The Story of Red Cross

10. We Indians

MARATHI (NBP)

1. Anthology of Children's Play

2. We Indians

ORIYA (NBP)

1. The Littlest Wave

2. The Broken Wing and Other Asian Tales

3. A Tail of Trouble

4. Gautam Buddha

5. Idgah

6. Wild Woodnotes

7. The Wise and the Wily

8. We Indians

PUNJABI (NBP)

1. Premchand

TAMIL (NBP)

1. Subramaniya Bharati

TELUGU (NBP)

1. Mora (RP)

2. The Pool in the Jungle

3. Stories of Valour (RP)

4. Tilli the Butterfly

5. The World of Trees (RP)

6. The Littlest Wave

7. Once Upon a Time—II (RP)

8. The Broken Wing and Other Asian Tales (RP)

9. A Tail of Trouble

10. Gautam Buddha (RP)

11. The Rainbow (RP)

12. I Like the World (RP)

13. Bara Pani (RP)

14. The Day the River Spoke (RP)

15. Rupa the Elephant (RP)

16. Wild Woodnotes (RP)

17. Tales for All Times (RP)

18. Our Useful Plants

19. The Wise and the Wily

20. Madam Rides the BUS (RP)

21. We Indians

URDU (NBP)

1. Some Street Games of India

2. The Pool in The Jungle

3. Books Forever (RP)

4. Adventure of a Wild Life Warden

5. A Tale of Trouble

6. The Wonderful World of Books

7. The Cosmic Gift

8. Idgah (RP)

9. Wild Woodnotes

10. India's Young Heroes

11. Some Indian Saints (RP)

12. The Wise and the Wily

Development of Railways in Kerala during Seventh Five Year plan

2704. SHRI T. BASHEER : Will the Minister of TRANSPORT be pleased to state :

(a) the proposals accepted for expansion and development of Railways in Kerala during Seventh Five Year Plan period; and

(b) which of those proposals are proposed to be executed in 1986-87 and 1987-88?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) 18 kms. of doublings on Shoranur-Alwaye section has been commissioned in 1985-86 i.e. the 1st year of Seventh Plan.

New B.G. lines between Ernakulam and Alleppey and its extension to Kayankulam will continue to be progressed in 1986-87, 87-88 and in Seventh Plan according to allocation of resources.

An Engineering cum Traffic Survey for doubling of BG line between Chengannur to Kayankulam and Trivandrum Central is in

progress. Further action will be taken on receipt of the report, subject to availability of resources, and its financial viability.

Growth rate of Air India, Indian Airlines and Vayudoot

2705. SHRI KAMLA PRASAD SINGH : Will the Minister of TRANSPORT be pleased to state :

(a) how many passengers travelled by Air India, Indian Airlines and Vayudoot during 1985 and what was the growth rate over the last year and what steps have been taken for further growth of both national and foreign tourists traffic; and

(b) how many passengers were killed in air accidents in 1985 and how does it compare with those killed in 1984 and what steps have been taken to make air journey safe and comfortable?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) The number of passengers carried by Air India, Indian Airlines and Vayudoot during the year 1984-85 and the percentage variation over the previous year were as under :—

	Air India	Indian Airlines	Vayudoot
Number of passengers carried during 1984-85	1810021	8509178	163331
Percentage variation over the previous year	—1.8%	+10.9%	+56.6%

The Airlines continue to make concerted efforts to attract more domestic as well as international passenger through publicity campaigns and introduction of promotional fares and concessional tourist packages etc. Efforts are also made to induct additional aircraft capacity from time to time based on the projected growth in the traffic.

(b) There has been no fatal air accidents on Air India, Indian Airlines and Vayudoot flights during the year 1984. During the year 1985 an Air India Boeing-

747 aircraft met with an accident on 23rd of June, 1985 near Ireland resulting in the death of all the 329 persons on board.

The three airlines continue to utmost attention to the maintenance of aircraft and to security measures at the airports to ensure safety of the aircraft and passengers. Air India and Indian Airlines have also taken steps to induct widebodied aircraft with the latest technology to provide maximum comfort to the passengers.

Proposal for committee to look into the functioning of DTC

2706. SHRI SUBHASH YADAV : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is any proposal under consideration of Government to constitute a high power Committee to look into the overall functioning of the Delhi Transport Corporation; and

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

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

(b) Does not arise.

Vacant teaching posts of Jaipur, Pondicherry

2707. SHRI P. SHANMUGAM : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that large number of teaching posts are vacant at the

Jawaharlal Institute of Post-graduate Medical Education and Research, Pondicherry;

(b) if so, details of posts vacant and for how long they have been vacant;

(c) whether Medical Council of India has given any directions for de-recognition of JIPMER on this ground; and

(d) action taken by Government for early filling of vacant posts?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) 47 medical (Group 'A' posts) and 13 non-medical (Group 'A' and 'B' posts) posts are vacant at Jawaharlal Institute of Post graduate Medical Education and Research, Pondicherry. A statement indicating the date from which they have been vacant is given below.

(c) No, Sir.

(d) Selection to the posts through the U.P.S.C. and the Departmental Promotion Committee which are the prescribed methods of recruitment is being taken on top priority basis.

Statement

S. No.	Designation of the post	No. of post	Date from which vacant	Action taken to fill up the post
1	2	3	4	5
MEDICAL POSTS				
1.	Professor of Forensic Medicine	1	2.8.85	These are newly created posts. Requirement action to fill these posts is in progress.
2.	Associate Professor of Anaesthesiology	1	1.7.85	
3.	Associate Professor of Biochemistry	1	2.8.85	
4.	Associate Professor of Medicine	1	2.8.85	
5.	Associate Professor of Pharmacology	1	2.8.85	
6.	Associate Professor of TB & Chest Diseases	1	2.8.85	
7.	Associate Professor of ENT	1	2.8.85	
8.	Associate Professor of Forensic Medicine	1	2.8.85	
9.	Associate Professor of Rehabilitation	1	1.7.85	
10.	Assistant Professor of Anaesthesiology	1	2.8.85	
11.	Assistant Professor of Medicine	2	2.8.85	The Medical Superintendent of the JIPMER is looking after the duties of Dean.
12.	Assistant Professor of Ophthalmology	1	1.7.85	
13.	Assistant Professor of Radiotherapy	1	2.8.85	
14.	Assistant Professor of Radiology	1	1.7.85	
15.	Assistant Professor of Surgery	1	2.8.85	
16.	Assistant Professor of TB & Chest Diseases	1	2.8.85	
17.	Dean	1	1.7.85	
18.	Professor of Obst. & Gynaec	1	1.3.85	Proposal already sent for obtaining the recommendation of the DPC.

1	2	3	4	5
19.	Professor of TB & Chest Diseases	1	7.11.85	Requisition sent to the UPSC. Recommendations awaited.
20.	Assistant Professor of Medicine	1	3.8.85	Requisition sent to the UPSC. Recommendations awaited.
21.	Assistant Professor Obst. & Gynae	1	13.9.85	Requisition sent to the UPSC. Recommendations awaited.
22.	Assistant Professor of Surgery	2	3.9.85 31.1.86	Two UPSC nominees have been asked to join the posts.
23.	Assistant Professor of Urology	1	2.4.85	Post already advertised. Recommendations awaited. Ad-hoc offer also made to a candidate.
24.	Assistant Professor of Anatomy	1	13.9.85	Post already advertised. Recommendations awaited.
25.	Assistant Professor of Microbiology	1	13.9.85	Post already advertised. Recommendations awaited.
26.	Assistant Professor of Pathology	1	11.6.85 13.9.85	Posts already advertised. Recommendations awaited.
27.	Medical Officers (Jr. Class I)	2	13.8.85 21.1.86	Recommendations of the UPSC awaited.

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28. Professor of Medicine

1

22.10.81

This vacancy occurred due to temporary transfer of an officer on compassionate ground. Vacancy became regular only in May, 1984. Steps to fill up the vacancy by promotion did not materialise. The post referred for direct recruitment in March, 1985. The UPSC could not recommend any candidate and advised for another requisition in April, 1986.

29. Professor of Paediatrics

1

15.08.78

Three attempts to fill up the posts by direct recruitment did not succeed. The post was referred to the DPC for filling it up by promotion. The recommendations of the DPC being processed.

30. Professor of Skin & VD

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14.11.79

The post was earmarked for an officer on deputation to Goa Medical College. However, he was not released by the Govt. The requisition for filling it up has been sent to the UPSC.

31. Professor of Ophthalmology

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25.1.84

The post was offered to a candidate in 1984 itself. The candidate, however, did not join. Another candidate has been recommended by the UPSC which is being processed.

1	2	3	4	5
32.	Professor of Cardiology	1	13.11.82	Efforts to recruit a candidate by direct recruitment through UPSC did not materialise. The Commission advised for another requisition after 6 months. Meanwhile, it has been proposed to operate this post at the level of Associate Professor of Medicine.
33.	Professor of Thoracic Surgery	1	13.11.82	The officer recommended for the post on promotion basis did not join. Requisition for filling up the post by direct recruitment was sent to the Commission which could not select a candidate. Another requisition is to be sent in May, 1986.
34.	Associate Professor of Cardiology	1	26.05.76	Repeated attempts to fill up the post by direct recruitment have not succeeded. It is now proposed to fill up the post at the level of Assistant Professor for which a requisition has been sent.
35.	Associate Professor of Endocrinology	1	25.01.67	The UPSC have not been successful in selecting a suitable candidate for this post. In the meantime, the Advisory-cum-Finance Committee of the Instt. have proposed to surrender this post.
36.	Associate Professor of Psychiatry	1	12.07.84	It has been decided to operate this

1	2	3	4	5
				post at the level of Assistant Professor. The post has already been advertised.
37.	Associate Professor of Radiology	1	23.07.84	It has been proposed to fill up the vacancy at the level of Assistant Professor. The UPSC have already held interviews.
38.	Assistant Professor of Endocrinology	1	22.04.78	After repeated efforts, the UPSC have been able to recommend candidate for appointment to this post. Administrative formalities are in progress.
39.	Assistant Professor of Radiology	1	05.03.84	The UPSC recommended a candidate. He failed to join and the offer had to be cancelled. Fresh requisition sent to the UPSC. Recommendations awaited.
40.	Assistant Professor of Plastic Surgery	1	10.11.84	The candidate recommended by the UPSC failed to join. Offer of appointment has been sent to another candidate recommended by the UPSC. His joining is still awaited.
41.	Assistant Professor of Neurology	1	20.11.84	The recommendation of the UPSC are awaited.
42.	Assistant Prof. of TB & Chest Diseases	1	01.02.76	A candidate recommended by the Commission failed to join. The offer was cancelled. The UPSC requested to recommend another candidate.

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43.	Chief Medical Officer	1	13.11.82	An officer earlier selected failed to join. Proposal for convening a DPC for selection of CMO has been sent to the UPSC. Recommendations yet to be received.
NON-MEDICAL POSTS				
44.	Associate Professor of Biometrics	1	28.06.76	UPSC failed to recommend a candidate on two occasions. After amending the recruitment rules, requisition is again being sent to the UPSC.
45.	Assistant Professor of Pharmacology	1	14.11.79	Offer of appointment has been made to the nominee of the UPSC. He will be asked to report after completion of administrative formalities.
46.	Assistant Professor of Dentistry	1	02.08.85	Newly created post. The requisition to the UPSC under process.
47.	Lecturer in Botany	1	30.01.85	Requisition is being sent to the UPSC.
48.	Lecturer in Biochemistry	1	18.05.82	Candidate recommended by the UPSC did not join. Even the candidate recommended by the UPSC from the 'Reserve' panel is at present out of India and is not likely to join. Fresh requisition will be sent to the UPSC.

1	2	3	3	5
49.	Assistant Public Health Engineer	1	27.06.75	More than 3 attempts to fill up the post through UPSC have proved futile. Recruitments Rules for which post are being reviewed to facilitate its filling.
50.	Social Scientist	1	15.05.79	UPSC have already recommended a candidate. Pre-appointment formalities are being completed.
51.	Child Psychologist	1	22.09.84	The holder of this post has gone on deputation which is expiring on 22.05.86. Borrowing Department are being approached to revert him back.
52.	Deputy Director (Administration)	1	15.03.84	The regular incumbent of this post is on deputation which is expiring on 15.03.86. Orders of his repatriation have already been issued.
53.	Welfare Officer	1	09.02.85	This post is borne on the cadre of the Ministry of Labour who are being repeatedly requested to post an officer.
54.	Assistant Bio-Chemist	1	14.05.85	The candidate has been recommended by the UPSC and will be asked to join after completion of the administrative formalities.

1	2	3	4	5
55.	Senior Research Officer	1	13.10.85	An officer has been selected and will be asked to join after completion of the administrative formalities.
56.	Senior Dietician	1	31.03.83	The recruitment rules for this post are being finalised. In the meantime, it has been decided to fill this post on ad-hoc basis.

New Post Graduate Courses in Jipmer

2708. SHRI P. SHANMUGAM : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state whether Government propose to start Post Graduate courses in super specialities in Jawaharlal Institute of Post Graduate Medical Education and Research, Pondicherry ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : No such proposal has been included in the Seventh Plan of Jawaharlal Institute of Postgraduate Medical Education and Research, Pondicherry.

New Facilities in Jipmer Hospital Pondicherry

2709. SHRI P. SHAN MUGAM : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that no new facilities are added in the hospital at Jawaharlal Institute of Postgraduate Medical Education and Research, Pondicherry though many ultra modern equipments are added to other Central hospitals in Delhi;

(b) whether it is a fact that even the existing equipments like Cobalt Unit have outlived their utility;

(c) details of modern equipments, sophisticated machines added in the JIPMER hospital during last three years; and

(d) the steps taken to make this only Central hospital in the South to give better services to the needy and sick patients?

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

(c) A statement indicating the equipments added during the last three years is given below.

(d) Steps have already been taken to

add sophisticated equipments to provide better services. It is also proposed to allot major portion of funds from out of the 7th Plan provision of Rs. 3.00 crores and sufficient funds from the Non-Plan provision for replacement of obsolete equipments and purchase of new sophisticated equipments.

Statement

Details of modern equipments and sophisticated machines added in JIPMER Hospital during the last three years.

1. Medical Spectrometer
2. High Speed Sterilizer
3. Low Temp. Deepfreeze
4. Twinscope 2 Channel Monitor
5. Olympus Bronchofiberscope
6. Variable Speed Processor
7. Treadmill
8. Babycare servo control incubator
9. Platelet Aggregation Profiler
10. Precision Rotary Microtome
11. Colposcope
12. Heart Lung Machine Accessories
13. Universal Slit Lamp
14. Slit Lamp Microscope
15. Infant Ventilator
16. Beside Monitor Defibrillator
17. Haemodialyser
18. Colonofiberscope

19. Fluorescence Microscope
20. Diploscope
21. Modulab System
22. Spherical Projection Perimeter
23. Fundus Camera
24. Baby Bird Ventilator
25. Non-fade twin channel Monitor
26. Logic Ventilator
27. Volume Cycled Ventilator
28. Monitor & Defibrillator Recorder
29. 100 M Battery/Mains operated x-ray unit
30. Laparoscope & GI Endoscope
31. Central Station Monitors.

Development of Railways in Malabar Region (Kerala)

2710. SHRI V.S. VIJAYARAGHAVAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the Malabar region of Kerala remains undeveloped in respect of Railways;

(b) whether Government's attention has ever been drawn to the problems of travelling public of this region; and

(c) if so, what concrete plan is being formulated for the development of railways in this region ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) Construction of new rail line from Erna-

kulam to Alleppey and its extension upto Kayankulam are being progressed. Doubling of single line stretches on Shoranur Alwaye Section were taken up and opened to traffic recently. Survey is also in progress for doubling between Kayankulam and Trivendrum to identify the proposals prioritywise to be taken up according to availability of resources.

Allotment of Residential Schools to Scholarship Holder Children

2711. SHRI MAHENDRA SINGH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that children around the age of 12 years, selected through two successive tests for grant of scholarships for study in various approved residential schools are being allotted to schools outside their home towns as a matter of rule;

(b) If so, what are the considerations justifying such out of home town allotment of schools to children of such tender age; and

(c) whether representations from parents of such children have been received against such outside allocations, if so, what decisions have been taken thereon and whether due considerations will be given to genuine difficulties ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) and (b) Yes, Sir. Students are placed in schools outside their home States with a view to promoting national integration. It is felt that at the impressionable age of 11 to 12 years, students of one State mingling with students of other States would promote their acquaintance with the rich cultural heritage of the country which, although diverse, has an underlying unity. Further, the students have also to be placed in schools outside their home States owing to the non availability of the required number of seats in the schools approved under the scheme, in their States.

(c) Yes, Sir. Some representations

have been received from parents. The Ministry considers each request on merits to ensure that genuine cases do not suffer.

New Cell of Solve Problems of Women

2712. SHRIMATI PRABHAWATI GUPTA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether a new cell has been set up to solve the problems of women;

(b) the number of police officers in this cell;

(c) the number of complaints received by this cell since it started; and

(d) the number of complaints/problems solved by this cell till now ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P.V. NARA. SIMHA RAO) : (a) Yes, Sir, a Complaint Cell has been set up to deal with complaints received from Government employees.

(b) No police officers have been posted to the Cell.

(c) and (d) The Complaint Cell has been set up recently with effect from 24th February, 1986. A few complaints have been received in the Cell, which are being processed.

Development of Reversible Contraceptive Vaccine for Men

2713. SHRI SRIBALLAV PANIGRAHI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that scientists of Indian Council of Medical Research have succeeded in developing reversible contraceptive vaccine for men;

(b) if so, whether the vaccine tests have been made; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c) The Indian Council of Medical Research is working on a reversible Contraceptive Vaccine for men called anti-FSH Vaccine. Preliminary trials on rats and monkeys have shown positive results. Clinical trials on human beings can be taken up only if this vaccine is found to have clean pre-clinical toxicological data for animals.

Tube Babies and Queue of Childless Couples

2714. SHRI R.M. BHOYE : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the Indian Doctors have been successful in having test tube baby experiment and India's first test tube baby is on its way at Bombay's K.E.M Hospital;

(b) whether a number of childless couples have already queued up for their turn; and

(c) if so, the details regarding classifying the women under different categories and putting the data in a proper manner ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) to (c) Research in reproduction in invitro fertilisation and embryo transfer at K.E.M. Hospital has reportedly been successful. The first test tube baby is expected to be born in July-August, 1986. A number of requests have been received from infertile couples for such babies. An exercise to classify couples according to their medical suitability is being carried out.

Child Mortality Hindrance in Accepting Small Family Norms

2715. SHRIMATI MADHUREE SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether infant and child mortality are coming in the way of accepting small family norms; and

(b) is so, the detailed analysis of the situation ?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) and (b) It is generally recognised that among other things the acceptance of small family norm is also closely associated with the levels of infant and child mortality. It is in recognition of this fact that mother and child health care has been made an integral part of the Family Welfare Programme. Government has launched a number of initiatives aimed at improving the chances of child survival including the universal immunisation programme.

Prepaid Taxi Service at Delhi Airport

2716. SHRI ANANTA PRASAD SETHI : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that a prepaid taxi service scheme has been introduced at Delhi Airport; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) According to Delhi Administration, the residential localities in Delhi have been classified into six zones according to different average distances and the fares have been drawn up on the basis of average distances, in terms of the rates approved by the State Transport Authority, Delhi for taxi cab in general i.e. Rs. 2.60 for the initial one km. and Rs. 2.00 for every subsequent kms.

2. The average distances in six zones vary from 8 to 40 kms. and correspondingly the fares fixed range from Rs. 16.60 to Rs. 80.60 p.

3. A passenger from Delhi Airport will pay the fixed fare in advance. Thereafter he would proceed to his destination by

taxi and after satisfactory conclusion of the journey issue an appropriate voucher to the taxi operator. The fare would be reimbursed to the operator only on his return to the Airport, by the Pre-paid Taxi-service Unit.

Translation of Bhagwad Gita

2717. SHRI CHITTA MAHATA : Will the Minister of HUMAM RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that Bhagwad-gita has been translated into the various languages; and

(b) if so, the details thereof and the names of the languages ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Yes, Sir.

(b) Due to its pre-eminent scriptural status combined with its universal appeal as the work *par excellence* in philosophy and theology, the Bhagavad Gita has inspired innumerable translations virtually in all the major languages of India and elsewhere over the centuries. Most of the serious works on the Bhagavad Gita carry representative bibliographies of reference material on the scripture.

[Translation]

Provision of Eatables at Cheap Rates in Trains and at Stations

2718. DR. C.S. VERMA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to make eatables available to passengers in trains and at railway stations at cheap rates;

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

(c) the reasons for difference in sale prices of soft drinks such as Limca, Campa

in Central Railway, Northern Railway and Southern Railway etc. and whether Government propose to make these available to the passengers at fair price and if not, the reasons therefor?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) and (b) The rates fixed by Railways for eatables sold to passengers in trains and at railway stations are already reasonable and are based on their present day costs.

(c) Information is being collected and will be laid on the Table of the Sabha.

[English]

Permission to Private Airlines to Operate

2719. DR. G. VIJAYA RAMA RAO : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government propose to permit private airlines to operate in the country in order to make Indian Airlines and Air India run more efficiently through competition; and

(b) whether Indian Airlines has one of the highest personnel ratio per passenger seat and Kg. Cargo handled in the world?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) The Government is contemplating to introduce Air Taxi services in the country. This service will cater to air travellers for whom saving time and flexibility of timings are the main consideration. By and large, Air Taxis will stimulate new demands and promote additionality of air traffic rather than divert traffic from the established market segments of Vayudoot or Indian

Tirlines. Air Taxi service may be allowed to operate on all routes so long as they do not take on the features of scheduled services and are operated on the basis of chartered flights.

(b) Indian Airlines is basically a passenger liner and cargo is incidental. On the basis of the data available from IATA publication for the calendar year 1984, the personnel ratio per passenger for Indian Airlines is not the highest.

Rate of Diesel Consumption by rail and Road

2720. SHRI AJIT KUMAR SAHA : Will the Minister of TRANSPORT be pleased to state :

(a) how much diesel has been consumed in the country by road and rail for transport of goods during each of the last three years and what has been the out-put against such consumption; and

(b) what is the rate of diesel consumption by rail and road per tonne-k.m. basis (say per 1000 tonne-k.m.)?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) and (b) HSD oil consumed in the country by Railways and Road for transport of goods, output achieved and the rate of diesel consumption by Railways and Road transport are as follows :—

1 RAILWAYS : Figures are available upto 1984-85 relating to HSD oil consumed for transport of goods (including proportion of mixed), gross tonne kilometres and the rate of consumption per thousand gross tonne kilometers. These figures for the period 1982-83 to 1984-85 are indicated in the table given below :—

	1982-83	1983-84	1985-85
(i) HSD oil consumed in Kilolitres.	8.18 lakhs	8.46 lakhs	8.59 lakhs

(ii) GTKMs in million transported.	226364	231322	240745
(iii) Rate of consumption of HSD oil per thousand GTKMs.	3.61 litres	3.66 litres	3.57 litres

II ROAD TRANSPORT : Figures of consumption of HSD oil for Road transport are available upto 1983-84 only. These figures are for the period 1981-82 to 1983-84. The rates of consumption are shown below :—

	1981-82	1982-83	1983-84
(i) Estimated HSD oil consumed by road transports (including agriculture retail trade).	10.21 million Kls.	11.10 million Kls.	11.79 million Kls.
(ii) Estimated rate of consumption for moving 1000 tonne Kms. of freight transport.	34.31 litres	34.31 litres	34.31 litres
(iii) Total estimated freight traffic by Road.	163.8 Billion tonne Km.	179.2 Billion tonne Km.	103.1 Billion tonne Km.

Scheme for Providing Effective Coastal Shipping and Inland Waterways System

2721. DR. B.L. SHAILESH : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government are working on a scheme for providing an effective coastal shipping and inland waterways system;

(b) if so, the broad features thereof;

(c) whether a survey of the nation's waterways has been undertaken;

(d) if so, the preliminary findings thereof and when it is likely to be completed;

(e) whether the necessary infrastructure of the Allahabad-Haldia waterway service has been planned and built and if so, its broad set-up; and

(f) when this service is likely to start and what steps are being taken to tap all sources for transshipment of cargo through this waterway service so that it becomes a financially viable enterprise ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) There is a proposal to draw up specifications for vessels suitable for operation both in coastal water and inland waterways in view of rules and regulations applicable for coastal shipping and restricted water depth available in inland waterways. A proposal has been posed for assistance

of Govt. of Netherlands for undertaking a prototype design study for coastal-cum-inland vessels alongwith the transfer of technology under Indo-Dutch Cooperation on Shipping and Transport. The details of the project are yet to be finalised.

(c) and (d) The development of inland waterways and navigation thereon in respect of waterways other than National Waterways is being undertaken by the State Governments concerned under Centrally Sponsored and State Plan Schemes. Development of National Waterways is the concern of the Government of India. So far only one waterways i.e. Calcutta-Haldia stretch of river Ganga Bhagirathi-Hooghly has been declared as National Waterways. Hydrographic Surveys and techno-economic feasibility studies are the pre-requisite before any waterways can be considered for declaration as National Waterways. Hydrographic Surveys of Sunderbans and techno-economic feasibility of river Brahmaputra has been carried out. Hydrographic surveys of river Brahmaputra are in progress. Similar studies/surveys for other waterways will be undertaken as and when physical and financial resources are available for the same.

(e) The Allahabad-Haldia stretch of waterway has been divided into three stretches for its development. The development of Farakka-Haldia stretch includes provision of conservancy work, aids to navigation, channel marking and setting up of terminal facilities at 4 places. In Farakka-Patna stretch the conservancy works, aids to navigation, channel marking and terminals at 4 points are proposed to be set up. In the Patna-Allahabad reach, a Pilot Project to identify further measures for introduction of regular river services on this stretch is being implemented with the assistance of Government of Netherlands.

(f) The Central Inland Water Transport Corporation Limited are already operating river services upto Farakka. These services will be extended upstream of Farakka upto Patna on commissioning of the Farakka Navigational Lock which is expected to be commissioned in near future. In the high water season these

services may be further extended upto Allahabad. The river services on Allahabad-Patna stretch will also be introduced on experimental basis under the Pilot Project. The Central Inland Water Transport Corporation who will be operating river services on commercial basis will make all out efforts to tap all sources for securing maximum traffic to make the service viable.

Vaccines for various Diseases Discovered by Research Team

2722. SHRIMATI JAYANTI PATNAIK : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have taken steps for the growth of biotechnology research for controlling diseases that afflict millions of people in the country; and

(b) if so, how many vaccines have been discovered through such research and the details thereof ?

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

(b) In the Research laboratories of the Indian Council of Medical Research and the Council of Scientific and Industrial Research, autonomous organisations under the Government of India, and through support from the National Biotechnology Board, a number of research groups are working towards the development of effective, safe and inexpensive vaccines against diseases such as leprosy, malaria, filariasis, TB, diarrheal diseases etc. which are the major causes of morbidity, and mortality amongst our population. It is unlikely that any of these new vaccines would become available for public use before 1990. The reason for this is that any new vaccine needs to undergo thorough clinical trial and statutory approvals for safety and efficacy before being used in humans on a large scale.

A Pilot project for the production of

Tissue culture Anti-Rabies vaccine was started at Pasteur Institute of India, Coonor in 1981 with WHO/UNDP collaboration. The production of these vaccine is based on Verocell tissue culture. Small experimental batches have been produced and are being subject to various tests in the laboratories.

The production of Japanese Encephalitis vaccine has been taken up at the Central Research Institute, Kasauli in collaboration with the Government of Japan. The installed capacity of production will be around 2 million doses annually. The first batches of the vaccines are expected to become available by the end of this year.

Kyasanur forest disease is restricted to a small focus in southern parts of the country largely in Karnataka. Govt. of Karnataka have initiated necessary action for the production of formalised killed tissue culture vaccine.

The Haffkine Bio-pharmaceutica Corpn., Ltd. Bombay has produced a batch of indigenous Oral Polio Vaccine. Small quantities of this vaccine will be undergoing trial in the field within a couple of months.

Priority to Women in Teachers' Training Programmes

2723. SHRIMATI GEETA MUKHERJEE : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Seventh Plan document states that "Priority would continue to be given to women in teachers' training programmes to increase availability of trained women teachers". (p 325. Para 14.32);

(b) if so, the total number of women trainees in each stage of Primary and Secondary teachers training in the years of 1983-84 to 1985-86 giving figures year-wise and State-wise of totals and of women; and

(c) whether this priority has been

observed by the State Government also and if so, State-wise figures thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) Yes, Sir.

(b) and (c) According to information obtained from State Governments and Union Territory Administrations in 1985, there are 1184 teacher training institutions at the elementary level and 346 at the secondary level. Information about enrolment in each of these institutions is not collected by the Ministry and is therefore not readily available.

Overhauling of Electric locos at Kharagpur Railway Workshop

2724. SHRI NARAYAN CHOUBEY : Will the Minister of TRANSPORT be pleased to state :

(a) the year-wise number of electric locos overhauled in the Railway workshop Kharagpur during the last two years;

(b) what is the target of POH per month; and

(c) whether the progress in this regard has been according to laid down target and if not, the reasons therefor and the remedial steps taken ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Kharagpur Workshop has undertaken repairs of two accident damaged Electric Locomotives and complete POH of one locomotive during the last two years.

(b) and (c) The POH of electric locomotives, in Kharagpur workshop, was included as part of workshop modernisation phase-II project of the workshop, in the Railway Budget 1984-85.

At present no target of POH of electric locomotives has been established as the work is in developmental stage.

The Railway Administration is taking

action for procurement of necessary Machinery and Plant creation of infrastructural facilities and training of staff etc. to establish a target of one locomotive per month in the first phase.

Inconvenient Timings of Trains Running on Ahmadpur-Katwa, Burdwan-Katwa Sections

2725. SHRI GADADHAR SAHA : Will the Minister of TRANSPORT be pleased to state :

(a) whether timings of trains running on A.K. (Ahmadpur-Katwa), B.K. (Burdwan-Katwa, N.G.) Section of Eastern Railway N.G. have been changed some months back and the present timings of the N.G. trains during day or night are inconvenient, disadvantageous to passengers thus affecting earnings of Railways;

(b) if so, whether there is any proposal for changing timings of these trains;

(c) whether the trains running at present on Ahmadpur-Katwa line have no connection with trains on Eastern Section (B.G.) at Ahmadpur Station like Biswabharati, Danapur Fast Passenger etc. and at Katwa (B.G.) and Burdwan Katwa (N.G.) with trains of Eastern Section (B.G.) at Burdwan and Katwa;

(d) whether coaches of these trains on A.K., B.K. (N.G.) do not have any light in the evening; and

(e) if so, the remedial steps proposed ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The timings of the trains of the two Narrow Gauge Sections have been changed with effect from May, 1985 in consultation with the passenger associations of the area for making them more convenient and providing connection to Broad Gauge trains:

(b) No, Sir.

(c) No, Sir. Suitable connections are available at Ahmadpur, Katwa and Bard-

dhaman to/from Broad Gauge trains of Eastern Railway.

(d) and (e) Each rake has 4 to 5 coaches of which two are equipped with train lighting equipment. Due to heavy thefts in the area sometimes there are cases of dim-lights or no lights altogether which are promptly attended at the base station.

New Pricing Formula for Indian Built Ships

2726. SHRI K.V. SHANKARA GOWDA : Will the Minister of TRANSPORT be pleased to state :

(a) whether his Ministry is evolving a new pricing formula to ensure better price for ships built by Indian Shipyards;

(b) if so, the main features thereof;

(c) whether the Ministry are also considering to restructure the capital base of Hindustan Shipyard Limited; and

(d) to what extent this new pricing formula will affect the shipping companies ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) & (b) Yes. In the wake of the current recession world over in the shipping and shipbuilding industry, the existing pricing formula which is based on the International Parity Price has been found to be affecting adversely both the shipyards and the shipping companies. This Ministry has initiated proposals for revising the pricing formula, keeping in view the interests of both the shipyards and the shipping companies. The detailed study of the ship cost has, however, been entrusted to the Bureau of Industrial Costs and Prices.

(c) Yes.

(d) While finalising the pricing formula, the Government will keep in view the viability of both the shipping companies and the shipyards respectively so that either is not affected adversely.

Expenditure on Elementary Education

2727. DR. CHINTA MOHAN :
SHRI D.B. PATIL :

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state whether it is a fact that in the Seventh Plan Rs. 1,839 crores as against the need of Rs. 9,964 crores, for free elementary education for all, have been allocated ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : An amount of Rs. 1830.45 crores has been provided for elementary education (Centre and States) in the Seventh Plan.

Seminar on "Problems and Concerns of Women"

2728. SHRI MAHENDRA SINGH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether a Seminar on "Problems and concerns of women" was held at New Delhi on 8 February, 1986;

(b) if so, the main suggestions and observations made at the Seminar; and

(c) Government's reaction thereto ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P.V. NARASIMHA RAO) : (a) The Government is not aware of any seminar having been organised on the 8th February, 1986.

(b) and (c) The question does not arise.

Shortage of wagons for loading essential commodities

2729. SHRI AMAR ROYPRADHAN : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that railway wagons are not available for loading the

essential commodities to states resulting in hike prices of these commodities in other places; and

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

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

(b) Does not arise.

Four Lane Expressway for National Highway No. 8 From Ahmedabad to Baroda

2730. SHRI RANJIT SINGH GAEKWAD : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that there is heavy passenger and goods traffic on National Highway No. 8 passing from Ahmedabad to Baroda;

(b) whether there is a growing need for a 4-lane Expressway for National Highway No. 8 from Ahmedabad to Baroda; and

(c) if so, whether a 4-lane Expressway is proposed for National Highway No. 8 for Ahmedabad to Baroda and if so, the cost of the new project ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (c) Yes, Sir. An expressway costing Rs. 128.4 crores between Ahmedabad and Baroda is proposed to be taken up.

Increase in Air India Air Fare Due to Hike in Fuel

2731. SHRI V. TULSIRAM : Will the Minister of TRANSPORT be pleased to state :

(a) whether there is a proposal under the consideration of Government to increase the fare of Air India as a result of hike in price of aviation turbine fuel,

recently;

(b) if so, the details of hike in fare; and

(c) the extent to which this hike will diversely effect the air traffic operated by Air India in competition with International Airlines ?

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

(b) and (c) Do not arise.

Loss to IAC due to hike in fuel price

2732. SHRI V. TULSIRAM : Will the Minister of TRANSPORT be pleased to state :

(a) whether it is a fact that the Indian Airlines are losing Rs. ten lakh a day on its operations following the hike in the price of aviation turbine fuel;

(b) if so, whether there is some proposal under the consideration to give some subsidy to the Indian Airlines to meet the loss, if so, details thereof and if not, the reasons therefor; and

(c) whether Government are also considering the increase in the domestic air-fares keeping in view the hike in the price of aviation turbine fuel, if so, details thereof and the extent to which it would adversely affect the air traffic in the country ?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) No, Sir. The estimated loss per day to the Indian Airlines on this account is Rs. 8.5 lakhs.

(b) and (c) Indian Airlines is enhancing passenger fares by 10% on the basic fare as prevailing before 29th May, 1985 to meet the additional expenditure in the cost of operations. The proposed increase in the fare is not likely to have any adverse effect on the passenger traffic. As the

passenger fare is being enhanced, the question of subsidizing Indian Airlines does not arise.

[Translation]

Provision For National Highways in Himachal Pradesh During Seventh Plan

2733. SHRI K.D. SULTAN PURI : Will the Minister of TRANSPORT be pleased to state :

(a) the roads under construction in Himachal Pradesh under the National Highway network; and

(b) the provision made for the development and maintenance of these roads during the Seventh Five Year Plan ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Himachal Pradesh is served by three National Highways viz, NH I-A, NH 21 and NH 22.

(b) The funds for the development and maintenance of National Highways are allocated to the States every year depending upon the availability of resources; demand from the State Government and progress of works. Funds, so far allocated to Himachal Pradesh during 1985-86 are as under :

(i) Development of National Highways	... Rs. 420 lakhs
(ii) Maintenance of National Highways	Rs. 102.83 lakhs

[English]

New Railway Lines in Maharashtra during Seventh Plan

2734. SHRI HUSSAIN DALWAI : Will the Minister of TRANSPORT be pleased to state :

(a) which of the railway lines have been sanctioned in the State of Maharashtra

during the period of Seventh Five Year Plan;

(b) whether any order of priority has been fixed for taking the work of these railway lines in hand;

(c) if so, what is the order of priority; and

(d) if not, whether the work on all the routes will commence simultaneously ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) No New Project for New Line has so far been sanctioned in the 7th Plan in Maharashtra State.

(b) to (d) Do not arise.

New Railway Lines for Industrial Projects During Fifth and Sixth Plan

2735. PROF. NARAIN CHAND PARASHAR : Will the Minister of TRANSPORT be pleased to state :

(a) whether any new railway lines taken up on the criteria of being project oriented have been given high priority and completed on account of their remunerativeness during the Fifth or Sixth Five Year Plans;

(b) if so, the names and a brief outline of these railway lines and the names of the industrial projects on account of which the railway lines were sanctioned;

(c) whether any of these projects have failed to come-up and the lines have not been utilised to their full capacity; and

(d) if so, the names of these industrial projects and the justification for giving priority to these lines at the cost of other lines which were slowed-down so as to ensure early completion ?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d) The following project oriented new lines

which had been assessed as remunerative were commissioned during Fifth and Sixth Plans :

S. No.	New Line	Length (Kms.)	Approved to handle traffic mainly of
1.	Dabla-Singhana	33	Khetri Copper mines.
2.	Cuttaack-Paradeep	84	Traffic of Paradeep Port.
3.	Toranagallu-Ranjitpura	24	Mineral of Hospet area.
4.	Bhadrachalam Rd-Manuguru.	49	Coal mines.
5.	Karaila Road-Jayant	33	-do-
6.	Manikgarh-Chandur	29	Cement-Plants.

None of the industrial projects for which these links were built have failed to come up.

Lowering of Bonus Percentage to Railway Employees

2736. SHRI G.M. BANATWALLA : Will the Minister of TRANSPORT be pleased to state :

(a) whether Government have issued any directive to the Railway Board to lower the bonus percentage for railway employees whose bonus agreement was expiring on March 31 this year;

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

(c) whether the attention of Government was drawn to the allegation that such a directive has been issued as per

news item published in the Times of India (Bombay edition) dated 15 February 1986?

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

(b) Does not arise.

(c) The news item referred to has since been scrutinised and has not been found to be factually in order, in so far as payment of Productivity Linked Bonus to Railway employees is concerned, vide the answer to part (a) above.

Welfare Schemes for Children

2737. KUMARI PUSHPA DEVI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the amount spent on the welfare of children in Sixth Plan under centrally sponsored Child Development Programmes; and

(b) the number of children in Madhya Pradesh and other States who have been brought under the above programmes in that plan period?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P.V. NARASIMHA RAO) : (a) The expenditure figures for the Sixth Five Year Plan in respect of two centrally-sponsored child development schemes are as under :—

Scheme	Amount Rs. in crores
1. Integrated Child Development Services (ICDS)	116.07
2. Welfare of Children in need of Care and Protection ;	6.71

(b) The number of children, as on 31.3.85, receiving the benefits of these schemes is indicated below :—

Scheme	Total (in the country)	In Madhya Pradesh
1. Integrated Child Development Services (ICDS)	50,63,890	3,69,000
2. Welfare of Children in need of Care and Protection.	32,093	575

Adult Education Centres in Backward Areas

2738. KUMARI PUSHPA DEVI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have a proposal to open more Adult Education Centres in the backward States during the Seventh Plan;

(b) if so, the number of Adult Education Centres proposed to be set up in Madhya Pradesh in the above plan period; and

(c) the details of the works undertaken by the Adult Education Centres set up in Raigarh District in Madhya Pradesh in the Sixth Plan period?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : (a) In the Seventh Plan it is envisaged that the adult literacy programme will be pursued with the objective of covering all illiterates in the age group 14-35 by 1990. To achieve the objective, Government has proposed setting up of

the existing programmes and has advised the Governments to accord priority in establishment of Adult Education Centres in the Districts having literacy rate below national average.

(b) Adult Education Centres in Madhya Pradesh will be opened after keeping the funds allotted in the Seventh Plan in view. The Adult Education programme in the Seventh Plan will be implemented through the ongoing programmes of Central and State Governments and new initiative of launching literacy campaign in the summer vacation of 1986 by involving students in National Service Scheme and Nehru Yuvak Kendras.

(c) One Rural Functional Literacy Project of 300 Adult Education Centres has been sanctioned in Raigarh district. One project of 30 Adult Education Centres has been sanctioned to one Voluntary Agency in 1984-85. Under State Adult Education Programme, 562 Adult Education Centres were run in 1983-84 and 1984-85. During the same period, Nehru Yuvak Kendras have also run 40 Adult Education Centres.

Allotment of Port Land to Companies For Storage of Molasses/Edible Oils

2739. SHRI G.S. BASAVARAJU :
SHRI H.N. NANJE GOWDA :

Will the Minister of TRANSPORT be pleased to state :

(a) whether various companies and their allied concerns hold plots at all the major ports for the storage of molasses/edible oils;

(b) if so, their names and the details thereof;

(c) the criteria adopted for allotment of Port land to these companies and their allied concerns at all major ports; and

(d) whether the companies or their allied concerns held letter of intent from the State Trading Corporation as their authorised storage agents at the time of allotment of the port land at the major ports and if so, the dates of the STC's letters of intent ?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) Out of the eleven major ports in the country, plots were allotted at nine major ports for the storage of molasses/edible oils. The names and area of plots allotted to the companies for this purpose are as under :—

Name of Port	Name of Company	Area of plot	Purpose
1. CALCUTTA	1. Indian Molasses Company Limited	(1) 3618.58 sq. mtrs.	For storage of molasses.
		(2) 1918.35 „	For storage of molasses tallow and di-ethyl haxanol.
		(3) 806.230 „	For open storage of drums,

1	2	3	4
	2. J.R. Enterprises	5745.64	„ For storage tanks for molasses/alcohol.
	3. A.V.R. & Company at Haldia.	12099.39	„ For storage of molasses, edible oils alcohol.
2. BOMBAY	1. J.R. Enterprises	2759.22 sq. mtr.	For storage tank for export of molasses.
3. MADRAS	1. Indian molasses Company	(1) 653.00	„ For storage of molasses.
		(2) 532.00	„ -do-
		(3) 6078.00	„ -do-
	2. J.R. Enterprises	608.00	„ -do-
	3. A.V.R. & Company	(1) 614.00	„ -do-
		(2) 140.00	„ -do-
		(3) 825.00	„ -do-
	4. Oswal Oil & Vanaspathi	1370.00	„ -do-
	5. Tamil Nadu Civil Supplies Corporation	1285.00	„ -do-
4. COCHIN	1. Indian Molasses Company	50 cents	For storage of edible oils and molasses.
5. VIZAG	1. A.V.R. & Company	(1) 2509.3 sq. mtrs.	-do-
		(2) 4906.6	„
		(3) 2387.0	„
	2. Indian Molasses & Company	(1) 4370.00	„
		(2) 4182.0	„
		(3) 460.0	„
		(4) 193.98	„
		(5) 215.64	„

1	2	3	4
	3. J.R. Enterprises	(1) 3390.00 (2) 2520.00	sp. mtrs. ,, For storage of edible oils and molasses.
6. KANDLA	1. Indian Molasses	9980.0	,, -do-
	2. J.R. Enterprises	13,500	,, -do.
	3. Chemicals and Resins Private Ltd.	12,500	,, -do-
	4. KES Enterprises	21,745	,, -do-
	5. Agencies and Cargo	13,673	,, -do-
	6. Prabhat Solvent Extractions	3345	,, -do-
	7. Naranbhai Patel (I) Ltd.	14,734	,, -do-
	8. KHL Romes Chandra Atmaram Patel	4411	,, -do-
	9. Talakshi Lalji Company	4646	,, -do-
	10. Deepak Solvent	33405	,, -do-
	11. Indo Nippon Chemical Company Ltd.	14700	,, -do-
	12. United Storage & Terminal Ltd.	18870	,, -do-
	13. Kesar Enter- prises	(1) 16620 (2) 13500	,, ,, -do- -do-
7. MORMUGAO	1. J.R. Enterprises	1180	,, For storage and bulk liquid cargo.
	2. Himalayan Exporters	701.34	,, For hand- ling edible oils.

1	2	3	4
8. TUTICORIN	1. Indian Molasses Company	4000	sq. mtrs. For storage of molasses.
	2. Tamil Nadu Civil Supplies Corporation	2000	„ -do-
9. MEW MANGALORE	1. Indian molasses Company	22,000	1. For storage of molasses and edible oils and chemicals.
	2- Indian Ports Warehousing Company	7500	„ For handling of edible oil.

(c) The main criteria for allotment of a plot for storage of molasses etc. was the need to ensure that molasses stocks, which were being shipped in chartered vessels, were always available so that vessels did not suffer detention at berth, thereby saving scarce foreign exchange. Likewise facilities for handling other liquid cargo such as edible oil have to be provided at the ports in the interest of traffic.

(d) No letter of intent from State Trading Corporation was furnished by the firms as the land allotted to them was mainly for export of molasses. However, while seeking permission for storage of edible oils at Kandla, Indian Molasses Company had made arrangements with the STC for handling and storing edible oils on their behalf. In the case of land allotted to Tamil Nadu Civil Supplies Corporation at Tuticorin Port, allotment of land was made through STC. Similarly, there was a letter from STC regarding allotment of land to Indian Ports Warehousing Company at New Mangalore.

(b) the date when the progress was last reviewed by Government; and

(c) the date of the last communication by Union Government to the authorities concerned with implementation?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI): (a) to (c) The Committee on promotion of Urdu headed by Shri I.K. Gujral submitted its report in 1975. The Gujral Committee Report was placed before the Cabinet on 30.1.1979 and was laid on the Table of both the Houses of Parliament on 21st February, 1979. The Cabinet decided that since most of the recommendations of the Report would have to be implemented by the States, copies of the Report may be sent to the State Governments for their views. Accordingly, copies of Gujral Committee Report were made available to all the State Governments/Union Territories for consideration and comments.

Implementation of Recommendations of Gujral Committee on Urdu

2740. SYED SHAHABUDDIN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the progress in the implementation of the recommendations of Gujral Committee on Urdu by the various Ministries/Departments of Union Government;

2. The Report of the Gujral Committee was also considered by the Taraqqi-e-Urdu Board, in its meeting held on 4.6.1979 and on its recommendation a sub-committee under the Chairmanship of Prof. A.A. Suroor, the then Vice-Chairman of Taraqqi-e-Urdu Board was constituted by the Ministry of Education and Culture to consider those recommendations which could be implemented by the Ministry.

3. The sub-committee submitted its report on 12th November, 1982. When this report was placed before TUB in its meeting held on 7th January, 1983, it decided that the report may first be considered by the Standing Committee of the TUB. The Standing Committee considered the recommendations of the sub-committee in its meeting held on 20th August, 83. It identified the following recommendations for action by the Government :—

- (a) The most important and basic recommendation to accord official status to Urdu by modifying the official Language Acts on the model of the Bihar Government be pursued with the State Govts.
- (b) The State Governments may also be persuaded to recognise the Urdu educational system with Urdu medium, from primary to secondary and collegiate levels as recommended by the Gujral Committee.
- (c) The Government should establish an autonomous central body for Urdu with statutory powers with the Bureau for Promotion of Urdu (BPU) providing the basis.
- (d) The Ministry should set up a permanent Standing Committee to watch the progress and implementation of the Gujral Committee.
- (e) The recommendation of the Gujral Committee viz that the qualifying percentage with regard to the facilities in the spheres of administration for Urdu speaking linguistic minorities be reduced from 15 to 10 should be implemented.

Out of these five recommendations, the Ministry of Education was concerned with the recommendations at (c) and (d). In regard to the establishment of an autonomous central body for Urdu with Bureau for promotion of Urdu as the base, with statutory powers, it may be stated that the TUB was set in 1969 with Education Minister as Chairman to advise the

Government on the production of academic literature in Urdu. In 1977, the BPU was declared as a subordinate office of the Ministry of Education and has already been given a permanent status. It was felt that the objective of this recommendation can best be served by strengthening the Bureau for Promotion of Urdu (BPU). Accordingly, the BPU was entrusted with the development and propagation of Urdu by widening the scope of its functions with adequate funds and staff. It would be pertinent to point out that the Education Ministry has not set up a central organisation with statutory powers for the development and promotion of any language.

4. Regarding the suggestion to set up a permanent Standing Committee to watch the progress and implementation of the recommendations made by the Gujral Committee, it may be stated that a Standing Committee has already been set up.

5. A number of recommendations of the Gujral Committee have already been accepted in principle and/or are being implemented by various agencies. Some of the main recommendations which have already been implemented are as under:—

- (i) The frequency of Urdu programme at Radio and Television has been enhanced.
- (ii) The Ministry of Information & Broadcasting has started printing of Urdu version of the 'Yojna'.
- (iii) Railway time table are also being printed in Urdu.
- (iv) Money order forms and V.P.P. forms have also been printed in Urdu.
- (v) The names of Railway stations in Urdu speaking areas are being indicated in Urdu.
- (iv) Census forms and other papers to be used in Urdu speaking areas like J & K, Delhi have been printed in Urdu.
- (vii) Registrar General of India has agreed to print the publication of

census forms and other papers in Urdu in other areas also if the concerned States are prepared to do so.

(viii) Voter's list is also being prepared in Urdu for Urdu speaking areas.

(ix) The Urdu version of Constitution of India has been brought out in collaboration with Govt. of J & K. Similarly, other important Central laws are being translated into Urdu.

(x) Urdu organisations are being financially assisted regularly by Ministry of Education.

(xi) The work of publication of Urdu classics in Devanagari has also been taken up.

(xii) Adequate facilities have been provided for the training of Urdu teachers under the auspices of Central Institute of Indian Language to cope with the demand.

6. Since the Departments/Ministries of the Union Government have already accepted/implemented the recommendations of the Gujral Committee concerning them, the question of sending any further communication by this Ministry to them does not arise.

Use of Hysteroscopy as a new method of sterilisation

2741. SHRI P.R. KUMARAMANGALAM : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether a new method of sterilisation using hysteroscopy has been researched on a vast scale in Sweden and might replace lap-roscopic technique and if so, whether any trials have been made/planned in the Country by Indian Council of Medical Research etc.; and

(b) whether earlier break-through in immunological method by All India Institute of Medical Sciences is being used in

the country and if so, full details of its effect on population growth?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) Pilot studies using technique of hysteroscopic insertion of P BLOCK—an intra tubal contraceptive device have been carried out in Sweden by specialists with extensive experience of hysteroscopy. The Indian Council of Medical Research is considering to initiate limited trials with P BLOCK contraceptive device to assess its efficacy, safety and acceptability in India.

(b) The development of Bhog vaccine for the females is under process. However, animal studies have proved the efficacy and reversibility of this vaccine. Trials on human beings have not yet been started.

Programme for development of rural youth

2742. SHRI B.V. DESAI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Union Government are launching a Massive programme during this summer for the development of rural youth with the help of National Cadet Corps and National Social Service and other voluntary organisations;

(b) if so, main features of this programme;

(c) the total amount proposed to be spent on this programme; and

(d) to what extent it will be beneficial to the rural youth?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) (a) to (c) An action plan for involvement of National Service Scheme volunteers and some other organisations in developmental activities beginning from the summer of 1986 has been drawn up. The activities proposed will include functional literacy programmes, wasteland development and improvement programmes,

activities under Ganga Action Plan, etc. The details of the total expenditure have not been finalised.

(d) The programme will help in improving the overall personality of rural youth.

Functions of Voluntary Action Bureau

2743. DR. PHULRENU GUHA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is a Voluntary Action Bureau under the Central Social Welfare Board; and

(b) if so, the main function of the Bureau?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI P.V. NARASIMHA RAO) : (a) Yes, Sir.

(b) The Voluntary Action Bureau has been set up to provide preventive and rehabilitative services to women who are victims of exploitation and other social atrocities and to mobilise public opinion and create awareness regarding the rights and laws relating to women and children. It also provides financial assistance to voluntary organisations to set up family Counselling Centres.

Plan for Non-Governmental Laboratories for food and drug testing

2744. SHRI D.N. REDDY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are aware that in the United States of America, Government have reorganised several non-Government Laboratories under Federal Laws for testing of food drugs; and

(b) if so, whether Government have similar plans in respect of Non-Government Laboratories for food and drug testing in India?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a) As per provision of Federal Food, Drugs and Cosmetic Act as amended in 1981, the Secretary of Health and Human Services is authorised to conduct examination and investigations for the purpose of this Act through Officers and employees of the Department or through any health food or drug officer or employee of any State, Territory or political sub-division thereof, duly commissioned by the Secretary as an officer of the Department.

(b) No, Sir.

Use of Mono-sodium Glutamate as additive in meat and frozen foods

2745. SHRI V.S. KRISHNA IYER : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that Monosodium Glutamate (MSG) is being used as additive to preserve colour and flavour in meat and frozen foods;

(b) if so, whether it is also a fact that it causes damage to eye;

(c) whether it is also a fact that it is used widely by instant soup packets by commercial concerns although it is prohibited for use by children under the age of 12;

(d) if so, the reasons therefor; and

(e) whether Government propose to take steps to ban the use of above additive by commercial concerns for the production of instant soups?

THE DEPUTY MINISTER IN THE DEPARTMENT OF FAMILY WELFARE (SHRI S. KRISHNA KUMAR) : (a), (c), (d), (e)

As per provisions of PFA Rules, Mono-Sodium Glutamate may be added to an article of food provided the total glutamate content of the ready-to-serve food does not exceed 1 per cent. However, its addition to any food for use by infants below 12 months is prohibited.

(b) There are no reports of the effects of Mono-Sodium-Glutamate on the human eye.

12.00 hrs

[English]

PROF. MADHU DANDAVATE (Rajapur): A very serious matter has come up. Today's 'Economic Times' contains the drug policy which had to be laid on the Table of the House.

[Translation]

MR. SPEAKER: I have received your notice, but nothing seems to be significant in that.

[English]

In spite of that, I am getting it checked up. I will tell you.

PROF. MADHU DANDAVATE: Minister has announced that we are going to announce the drug policy. Economic Times has filed the full policy.

[Translation]

MR. SPEAKER: Professor Sahib, last time you had stated something in respect of Railway Budget also; but there was nothing. However, I shall see.

[English]

It is a question of propriety. I will find out.

I will find out and tell you.

SHRI BASUDEB ACHARIA (Bankura): On this, the Government is declaring and innouncing policy and making statements. it is a very serious matter.

MR. SPEAKER: I have already said it.

[Translation]

MR. RAJ KUMAR RAI: Mr. Speaker, Sir, I would like to know whether zero hour is meant for the other side only?

MR. SPEAKER: If you think that

zero hour is not meant for you then you are mistaken.

[English]

DR. CHINTA MOHAN: I have given a privilege motion against the Minister.

(Interruptions)

MR. SPEAKER: There is no zero hour.

[Translation]

This is quite wrong.

(Interruptions)

[English]

DR. CHINTA MOHAN: Outside the Parliament he has revealed the secrets of the new drug policy.

MR. SPEAKER: I am looking into it.

SHRI THAMPAN THOMAS (Mavelikara): I am bringing to your notice a fraud played by the State Government on the Constitution...

(Interruptions)

MR. SPEAKER: Not allowed. Absolutely irrelevant. There is the State Assembly. I do not allow. I have told you it is irrelevant. Take your seat. I have over-ruled you.

(Interruptions)*

PROF. K.K. TEWARY (Buxar): A very disturbing news has appeared in the local press. We are coming across reports from U.K. and America that conspiracies have been hatched to assassinate the Indian Prime Minister. Our experience of Madam Gandhi's assassination is still fresh in our minds. The Government must make a statement and take the House into confidence regarding this extremely serious matter.

*Not recorded.

MR. SPEAKER : We discussed that. You give me some notice. I will consider it.

PROF. K.K. TEWARY : Government should make a statement on this.

(Interruptions)

SHRIMATI VYJAYANTHIMALA BALI (Madras South) : I wish to make a statement of extreme public importance. I wish to make a statement which is of extreme public importance namely 1/5th of the fisher-womenfolk have lost 50% of their children due to infant mortality and malnutrition amongst the fishermen in Tamilnadu, Orissa and Andhra Pradesh. People are dying.

MR. SPEAKER : Give me in writing. I will look into it.

PROF. K.K. TEWARY : The External Affairs Minister should make a statement on the point that I have raised.

12.05 hrs

PAPERS LAID ON THE TABLE

[English]

Notification under Post-graduate Institute of Medical Education and Research, Chandigarh, Act, Annual Report etc. of Dental Council of India, New Delhi, for the year 1984-85 and a statement

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI) : I beg to lay on the Table—

- (1) A copy of the Post-Graduate Institute of Medical Education and Research, Chandigarh (Amendment) Regulations, 1985 (Hindi and English versions) published in Notification No. E. 3/NF/8/85/-61505 dated the 17th October, 1985 under sub-section (3) of

section 32 of the Postgraduate Institute of Medical Education and Research, Chandigarh, Act, 1966. [Placed in Library. See No. LT—2213/86.]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Dental Council of India, New Delhi, for the year 1984-85 together with Audit Report thereon.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Dental Council of India, New Delhi, for the year 1984-85 together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Dental Council of India, New Delhi, for the year 1984-85.

- (3) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above. [Placed in Library. See No. LT—2214/86.]

- (4) A statement (Hindi and English versions) explaining the reasons for not laying the Annual Report and Audited Accounts of the Post-graduate Institute of Medical Education and Research, Chandigarh, for the year 1984-85 within the stipulated period of nine months after the close of the Accounting year. [Placed in Library. See No. LT—2215/86.]

Annual Report of and Review on Central Social Welfare Board, New Delhi, for the year 1984-85 and a statement

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : I beg to lay on the Table—

- (1) (i) A copy of the Annual Report (Hindi and English ver-

[Shrimati Sushila Rohatgi]

sions) of the Central Social Welfare Board, New Delhi, for the year 1984-85 along with Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Central Social Welfare Board, New Delhi, for the year 1984-85.

- (2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above. [Placed in Library. See No. LT—2216/86.]

—————

SHRI SURESH KURUP (Kottayam) : On the reported outbreak of meningitis in Delhi, you should ask the Minister to make a statement.

MR. SPEAKER : Give me some notice. You come to me, if you are serious.

SHRI SURESH KURUP : Am I supposed to raise the issue in your Chamber?

MR. SPEAKER : Yes. So that I can allow it. This is not the proper forum. If you are serious, you come to me. It is your Chamber, not time.

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PAPERS LAID ON THE TABLE—
Contd.

[English]

Notification under Light House Act, Annual Administration Reports and Review on Kandla Port Trust, Cochin Port Trust, Visakhapatnam Port Trust, etc. for the year 1984-85

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : I beg to lay on the Table—

- (1) A copy of Notification No. S.O. 39(B) (Hindi and English versions) published in Gazette of India dated the 3rd February, 1986 containing Order prescribing rates of Light dues, under sub-section (4) of section 10 of the Lighthouse Act, 1927. [Placed in Library. See No. LT—2217/86.]

- (2) (i) A copy of the annual Administration Report (Hindi and English versions) of the Kandla Port Trust for the year 1984-85.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Kandla Port Trust for the year 1984-85. [Placed in Library. See No. LT—2218/86.]

- (3) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Cochin Port Trust for the year 1984-85.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Cochin Port Trust for the year 1984-85. [Placed in Library. See No. LT—2219/86.]

- (4) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Visakhapatnam Port Trust for the year 1984-85.

- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Visakhapatnam Port Trust for the year 1984-85. [Placed in Library. See No. LT—2220/86.]

- (5) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Mormugao Port Trust for the year 1984-85.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Mormugao Port Trust for the year 1984-85. [Placed in Library. See No. LT—2221/86.]
- (6) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Tuticorin Port Trust for the year 1984-85.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Tuticorin Port Trust for the year 1984-85. [Placed in Library. See No. LT—2222/86.]
- (7) A copy each of the following papers (Hindi and English versions) under sub-section (2) of section 103 of the Major Port Trusts Act, 1963 :—
- (a) (i) Annual Accounts of the Cochin Port Trust for the year 1984-85 and the Audit Report thereon.
- (ii) Review by the Government on the Annual Accounts and the Audit Report of the Cochin Port Trust for the year 1984-85. [Placed in Library. See No. LT—2223/86.]
- (b) (i) Annual Accounts of the Kandla Port Trust for the year 1984-85 and the Audit Report thereon.
- (ii) Review by the Government on the Annual Accounts and the Audit Report of the Kandla Port Trust for the year 1984-85. [Placed in Library. See No. LT—2224/86.]

Annual Report of and Review on Indian Institute of Technology, Kharagpur, for the year 1984-85. Annual Accounts etc. of University of Delhi, Delhi, for the year 1984-85, Annual Report of and Review on Khuda Bakhsh Oriental Public Library, Patna for the year 1984-85, etc.

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHATGI) : I beg to lay on the Table—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Technology, Kharagpur for the year 1984-85.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Institute of Technology, Kharagpur, for the year 1984-85 together with Audit Report thereon, under sub-section (4) of section 23 of the Institutes of Technology Act, 1961.
- (iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Institute of Technology, Kharagpur, for the year 1984-85.
- (2) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above. [Placed in Library. See No. LT—2225/86.]
- (3) A copy of the Annual Accounts (Hindi and English versions) of the University of Delhi, Delhi, for the year 1984-85 together with Audit Report thereon.
- (4) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above. [Placed in Library. See No. LT—2226/86.]

[Sbrimati Sushila Rohatgi]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of the Khuda Bakhsh Oriental Public Library, Patna, for the year 1984-85 along with Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Khuda Bakhsh Oriental Public Library, Patna, for the year 1984-85.
- (6) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above. [Placed in Library. See No. LT—2227/86.]
- (7) A copy of the Annual Accounts (Hindi and English versions) of the Maulana Azad College of Technology, Bhopal, for the year 1984-85 together with Audit Report thereon. [Placed in Library. See No. LT—2228/86.]
- (8) A copy of the Annual Accounts (Hindi and English versions) of the Regional Engineering College Kurukshetra, for the year 1984-85 together with Audit Report thereon. [Placed in Library. See No. LT—2229/86.]
- (9) A copy of the Annual Accounts (Hindi and English versions) of the Regional Institute of Technology, Jamshedpur, for the year 1984-85 together with Audit Report thereon. [Placed in Library. See No. LT—2230/86.]
- (10) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Srinagar, for the year 1984-85.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Regional Engineering College, Srinagar,
- for the year 1984-85 together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) of the working of the Regional Engineering College, for the year 1984-85. [Placed in Library. See No. LT—2231/86.]
- (11) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Rourkela, for the year 1984-85.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Regional Engineering College, Rourkela, for the year 1984-85 together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Regional Engineering College Rourkela, for the year 1984-85. [Placed in Library. See No. LT—2232/86.]
- (12) A copy of the Annual Accounts (Hindi and English versions) of the Karnataka Regional Engineering College, Surathkal, for the year 1984-85 together with Audit Report thereon. [Placed in Library. See No. LT—2233/86.]
- (13) A copy of the Annual Accounts (Hindi and English versions) of the Motilal Nehru Regional Engineering College, Allahabad, for the year 1984-85 together with Audit Report thereon. [Placed in Library. See No. LT—2234/86.]
- (14) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Silchar, for the year 1984-85.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Regional Engineering College, Silchar, for the year 1984-85 together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Regional Engineering College, Silchar, for the year 1984-85. [Placed in Library. See No. LT—2235/86.]

(15) A copy of the Annual Accounts (Hindi and English versions) of the Regional Engineering College, Durgapur, for the year 1984-85 together with Audit Report thereon. [Placed in Library. See No. LT—2236/86.]

(16) A copy of the Annual Accounts (Hindi and English versions) of the Malaviya Regional Engineering College, Jaipur, for the year 1984-85 together with Audit Report thereon. [Placed in Library. See No. LT—2237/86.]

12.06 hrs.

MESSAGES FROM RAJYA SABHA

[English]

SECRETARY-GENERAL : Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha :—

(i) “In accordance with the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Contract Labour (Regulation and Abolition) Amendment Bill, 1986, which has been passed by the Rajya Sabha at its sitting held on the 11th March, 1986.”

(ii) “In accordance with the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Administrative Tribunals (Amendment) Bill, 1986, which has been passed by the Rajya Sabha at its sitting held on the 11th March, 1986.”

BILLS PASSED BY RAJYA SABHA

[English]

SECRETARY-GENERAL : Sir, I lay on the Table the following Bills, as passed by Rajya Sabha :—

(i) The Contract Labour (Regulation and Abolition) Amendment Bill, 1986.

(ii) The Administrative Tribunals (Amendment) Bill, 1986.

(Interruptions)

MR. SPEAKER : Everything is being allowed. Unnecessarily 5 or 10 minutes are wasted every day.

(Interruptions)

SHRI M. RAGHUMA REDDY (Nalgonda) : What about our notice regarding Governor's action?

[Translation]

MR. SPEAKER : I am enquiring into the matter. I have asked for the information again.

[English]

PROF. K.K. TEWARY (Buxar) : I made a submission and I requested you to direct the Government.

MR. SPEAKER : I cannot direct anybody. You know that.

PROF. K.K. TEWARY: It is a very important matter. Will you direct the Government?

SHRI BASUDEB ACHARIA (Bankura): This is a very serious matter.

MR. SPEAKER: If I have got anything in writing, I will enquire into it.

PROF. K.K. TEWARY: At least you can direct the Minister to make a statement.

MR. SPEAKER: Mr. Tewary, you do not realise. I must explain to you...

(Interruptions)

MR. SPEAKER: This is not the proper way. Unnecessarily you are wasting the time. When I told you, I will enquire into it, collect the facts and then come before the House. There is no problem with me. I do not object to your raising the question. I do not object to admitting it. But I will first find out the facts.

PROF. K.K. TEWARY: At the earliest opportunity the House should be informed about it.

MR. SPEAKER: Mr. Tewary, as I told you, if you want to make it a sort of an issue, that is different; otherwise it is welcome. As I said, I will look into it and I will ask the Government about it. No problem with me. I have got nothing against that subject.

SHRI AMAL DATTA (Diamond Harbour): Somehow you are very reluctant to direct the Government to do anything.

MR. SPEAKER: I cannot. You have not empowered me to do that. If you give me those powers, I will do that.

SHRI AMAL DATTA: If you express a desire, that is a command to them.

MR. SPEAKER: You give me the powers. I will use them.

SHRI BASUDEB ACHARIA: You have got the discretionary power.

MR. SPEAKER: No. I cannot. I do not use those powers. Don't try to force me into something which you might later on regret.

Mr. Basheer. —

(Interruptions)

MR. SPEAKER: I think the Government must be very careful about that— which you are referring to. They must take very serious notice of it.

Now Mr. Basheer—absent.

(Interruptions)

MR. SPEAKER: Mr. Kurap, you give it to me. I have got no objection. Why should I do it? Because it is a general health problem so I will ask the Government also. There is no problem. This is a good subject. I thought so this morning also when I saw it.

Shri Gholap.

12.09 hrs.

MATTERS UNDER RULE 377

[English]

- (1) Demand for immediate measures for resumption of work at the Sassoon Dock Fishing Harbour, Bombay

SHRI S.G. GHOLAP (Thane): The Government of India, Ministry of Agriculture have accorded administrative approval to the Sassoon Dock Fishing Harbour Projects, Bombay in August 1979. The work on the above project had been suspended since 1981 as the contractor has demanded extra payment for increase in the prices of labour material and the matter has been referred to the Arbitrator's decision.

In view of the stoppage of work since December, 1981 the Bombay Port Trust had recommended the termination of the

contract. But it had not been terminated by the Central Government and there is no progress whatsoever.

The Fishing Harbour at Sassoon Dock is very essential not only to the fishermen community in and nearabout Bombay but also to the overall development of fisheries. The fishermen are inconvenienced as the fishing harbour at Sassoon Dock has not been completed.

It is, therefore, requested that the Central Government should ensure that the work of Sassoon Dock Fishing Harbour is resumed immediately.

[Translation]

(ii) Demand for starting a new train from Ratlam or Kota to Delhi

SHRI SHANTI DHARIWAL (Kota) : Mr. Speaker, Sir, there has been no improvement for many years past in the facilities provided by the Railways in Kota which is an industrial town in Rajasthan. Thousands of passengers of Kota, intending to go to Delhi, Bombay, Calcutta and the South have to face innumerable difficulties. For the convenience of passengers, a new train should be introduced either between Delhi—Kota or between Delhi—Ratlam and the quota of reservation in the Frontier Mail going to Bombay should be increased at Kota station. The quota of 50 seats at Ratlam for Bombay should be withdrawn and transferred to Kota, as Ratlam does not require this quota any more. Similarly, a fast train should be introduced between Kota and Bina and a coach in this train should be reserved for passengers going to South which should be connected with train going to South, at Bina. A coach of Awadh Express running between Kota and Lucknow should be reserved for Calcutta and connected to a train going to Calcutta, either at Lucknow or at Kanpur.

(iii) Demand for setting up Nitrogen Fertiliser Plant in Tanda Tehsil of Faizabad in Uttar Pradesh

SHRI R.P. SUMAN (Akbarpur) : Mr. Speaker, Sir, I would like to give notice

of the following matter under Rule 377: It is practically impossible to remove the backwardness of eastern Uttar Pradesh without industrializations. Besides, expansion of small scale industries, there is need to set up large scale units in most backward areas so that there can be all round development of the backward areas and educated unemployed persons are provided employment and thereby the public resentment regarding unemployment is checked.

Thousands of acres of barren and uncultivable land is lying waste in Neori Chauraha and Tenduai Kala in Tanda Tehsil of Faizabad district in eastern Uttar Pradesh. On the basis of a letter from the Director of Industries of Uttar Pradesh the General Manager, District Industries Centre, Faizabad conducted a survey of Neori Chauraha and recommended to set up a Nitrogen Fertilizer Plant there and thus certifying its viability. A thermal power project of 440 MW capacity is under construction in Tanda. Similarly, there is adequate land and power supply to set up a large scale industry in the area.

I, therefore, strongly demand to take decision on setting up Nitrogen Fertilizer Plant at Neori Chauraha and large scale industry at Tenduai Kala in Tanda Tehsil of Faizabad district and ensure its completion in order to utilise barren land, provide more opportunities of employment to educated unemployed persons and thereby remove backwardness and growing resentment in eastern Uttar Pradesh.

(English)

(iv) Need to provide financial assistance by commercial banks to Housing Board

SHRI K. MOHANDAS (Mukundapuram) : Sir, under the existing guidelines the commercial banks do not extend financial assistance to the Housing Boards for purchase of housesites. This has seriously hampered housing activity in urban centres. At a time when the Government is proposing to give an impetus to housing construction in the country, there is an urgent need for

[Shri K. Mohandass]

reviewing these guidelines. Acquisition of land its development is essential aspect of housing construction and it is very essential to have an agency which would be able to meet the credit requirement on this score. The HUDCO and the nationalised banks should be asked to provide adequate financial assistance to the Housing Boards for acquisition and development of land. I request the Government to take necessary steps in this regard.

[Translation]

(v) Need to raise credit limit fixed by HUDCO

*SHRI V.S. VIJAYARAGHAVAN (Palghat) : Sir, the Government of Kerala has undertaken ambitious programme of constructing one lakh houses for the homeless, particularly those who belong to the weaker sections. It is estimated that there are ten lakh people who are living in small, dilapidated huts. This programme will go a long way in tackling the problem of housing being faced by the weaker sections.

Under the present scheme, the cost of a house is Rs. 6,000/- of which Rs. 1500/- are given by the Centre as grant and the rest as loan. The first instalment for the construction of 76,000 houses has been given. But money is not available for the remaining 24,000 houses. Kerala needs an amount of Rs. 45 crores to meet the requirement. HUDCO is giving loan but that is not enough. The nationalised banks at present do not advance any loan to the Housing Board for this purpose. This has greatly hampered the construction activity. It is therefore, necessary to raise the credit limit fixed by HUDCO and permit the banks to advance loans.

Therefore, I request the Government to take appropriate steps in this regard.

*The speech was originally delivered in Malayalam.

(vi) Need for linking Southern Rivers with Northern Rivers and Western Rivers with Eastern Rivers

*DR. V. VENKATESH (Kolar) : Sir, the problem of unemployment is very acute in the rural areas throughout the country. The poor people in the village areas throughout the country do not have any work to do. Their children are not getting food. Social and economic development in these areas is in jeopardy. The human resources are not being utilised in our country. Industrial centres have increased, but unfortunately there is not adequate power supply. Transportation system is also not efficient. Especially the remote villages cannot transport their goods to the towns and cities. Our country has abundant natural resources but unfortunately the resources are not being utilised fully. Almost every year there would be severe drought or floods in some part or the other. In addition to these problems, there is the danger of population explosion. The world will have to face the problem of food in the near future if the steep increase in population is not checked immediately.

There is only one major solution to all the serious problems mentioned above. The southern rivers have to be linked with the northern rivers. The western rivers have to be linked with the eastern rivers. Therefore, I request the Central Government to come out with a major plan for linking these rivers of our country.

[English]

(vii) Need to explore feasibility of establishing a Nuclear power project in Orissa to help overcome power shortage in the eastern region of the State

SHRI SOMNATH RATH (Aska) : Acute shortage of power in Orissa has not only shaken the economy of the State including Industry but also affected every walk of life. The theoretical generation capability in the State is 574 MWs where

*The Speech was originally delivered in Kannada.

the actual capability is 519 MWs. Further, addition to the power potential during the seventh plan will be 153 MWs. The total theoretical generation capacity of Orissa can be 727 MWs as against the requirements as per the 12th Power Survey is 1205 MWs. The shortfall would be more than 400 MWs. As such the Talcher Super Thermal Power Station, installation of IB Thermal Power Project is required to be implemented during the seventh plan period.

In spite of the fact that the State had received the heaviest record rainfall, most of the hydro electric project reserviors were without water as early as in January this year. It has been seen from the experience that most of the hydro electric projects in Orissa are subject to seasonal variations and power generation is substantially reduced to as low as twenty per cent of the installed capacity. Orissa has rich reserves of Monazite in its beach sands. The IRE Limited have set up OSCOM Projects of South Orissa, which can produce thorium. The Indian scientists have already achieved capability to produce Plutonium enriched fuel for feeding fast breeder reactors to produce nuclear power to the extent of 10,000 MWs by the end of the century. The Government of India and the Atomic Energy Commission can explore feasibility of establishing a nuclear power project in Orissa, which will provide cheap dependable power to the power starved state in the eastern region.

[Translation]

(viii) Demand for setting up T.V. transmitters in Bageshwar, Berinag, Didihat, Dharchula and Muntiyari in Uttar Pradesh.

SHRI HARISH RAWAT (Almora) : Pithoragarh district of Uttar Pradesh, which is close to Indo-China and Indo-Nepal borders, and Bageshwar Tehsil of Almora district, have been nominally benefited by T.V. expansion programme although these places are predominantly scheduled tribes and backward hilly areas.

Doordarshan aims at giving priority to predominantly scheduled tribe, hilly and

border areas in its expansion programme, but it seems that this has not been done in practice.

I, therefore, request the Government to set up T.V. transmitters at Bageshwar, Bearing, Didihat, Manila, Dharchula and Muntiyuri during the seventh plan.

12.19 hrs.

GENERAL BUDGET 1986-87 GENERAL DISCUSSION—CONTD.

[English]

THE MINISTER OF FINANCE (SHRI VISHWANATH PRATAP SINGH) : Mr. Speaker Sir : I thank the Hon. Members on this side for their whole-hearted support and also the Hon. Members on that side for their half-hearted opposition. (*Interruptions*)

In spite of all teeth-gnashing the only epithets that could be found from that side to the budget were that it is a cosmetic, it is a trick and it is populist. When you fail to see any flaw then it is cosmetics. When after all the efforts you are unable to uncover any fault then it is trick and when you are convinced in your heart of hearts...

PROF. MADHU DANDAVATE (Rajapur) : Next year it will be a hat-trick !

SHRI VISHWANATH PRATAP SINGH : What matters is not the hat but what is beneath the hat.

MR. SPEAKER : And what really comes out of the hat also.

SHRI VISHWANATH PRATAP SINGH : And when you are convinced that the goals are correct and yet you have criticisms then you call it populist. But when Shri Madhav Reddi ji said that it is a populist budget, I think, he confessed publicly that many of its features he liked. I do not believe for a moment that it could be his case that the poor should not be

[Shri Visawanath Pratap Singh]

given a greater allocation or employment schemes should be relegated in the background. It could not be his case that scheduled castes and scheduled tribes be denied a shelter or the farmers an assured price or the urban poor, the lowest in the economic rung, like cobblers, barbers, rikshaw pullers, etc. be denied a single ray of hope. That could not be his case. So, Sir, I think the criticism of Shri Madhav Reddi itself was cosmetic.

One hon. Member mentioned that it seemed while the Finance Minister was reading the budget as if he was reading the party manifesto. I am not shy of it. This document is the concretisation of our manifesto. It is the redemption of our pledges to the poor and that is what is in the budget.

SHRI AMAL DATTA (Diamond Harbour) : This is the outer limit.

SHRI VISHWANATH PRATAP SINGH : In the outer limit there were stalwarts from your side also. Shri Jagjivan Ram recognised this fact and said that it was an imaginative budget. (*Interruptions*)

Shri Madhav Reddi has accepted that the allocation to the anti-poverty programme was a good thing. Shri Datta Samant also conceded, though grudgingly, what has been done for the fixed income group by raising of standard deduction or the increase in the provident fund interest rates. Sir, through the compliments may have been grudging on that side yet I would be abundant in my thanks.

Sir, this budget has addressed itself to the core of the economic reality of the country and that is poverty. It is clear that wealth alone is not the cure of poverty. Wealth has to be understood in the context of man and that has been the thought of this country. That has been the tenet of Mahatma ji. That has been the vision of Jawahar Lal Nehru. That has been the action plan of Indiraji and that is the guiding light of Rajiv Gandhi.

SHRI AMAL DATTA : You have left out Mulla ul Haq. He gave the theory of direct assault on poverty.

SHRI VISHWANATH PRATAP SINGH : Your friend in the other House had another point about anti poverty investment. He said this is an investment in consumption, viz., consumptive development expenditure. It should go into public sector and productive developmental expenditure. That is the thesis you might be attributing to it. But we have to strike a balance...(*Interruptions*)

PROF. MADHU DANDAVATE : What is happening is that the Prime Minister replies to the debate here in that House and the Finance Minister replies to the debate in the other House in this House.

SHRI VISHWANATH PRATAP SINGH : I was not replying to the debate of that House, but I was replying to a friend of a Member of this House, because he raised a similar point.

It is not a question of this side or the side, but what is important is that when we examine the process of generation of wealth, there we find that the harmony promised by the self equilibrating mechanism of the free market eludes us, and unequal purchasing powers of different sections of the society lead to an inequitable economic structure, wherein large masses are deprived of the resources they themselves generate. Their livelihood is just the by-product of the profit making process of the economically stronger. And it is this inequity that has to be corrected. One of the ways to deal with this inequity apart from the change in the structure, is to provide the deprived of independent means of livelihood, the means of production. The anti-poverty programme is precisely that what it aims; it gives increased strength to the bargaining power of the deprived. They can bargain for themselves a better future from what they have today and that has been the basic philosophy in the hike of anti-poverty schemes and our social security schemes like Indira Gandhi Greh Nirman Yojana for shelter and houses for the scheduled castes and scheduled tribes and for the urban poor.

Much has been said that the Government is burdening the poor, but still may I say that on various needs of the poor,

the Government does share a very large portion of the burden? For rice and wheat, Rs. 1750 crores burden the Government pays; on kerosene Rs. 500 crores the Government pays; on cooking gas etc. about Rs. 75 crores and on handloom and janata cloth, Rs. 111 crores the Government bears. It is not that we are not sharing the burdens of the poor; we are sharing it with them and this has been the reason for the abolition of excise duty on many things of common use.

So far as working class is concerned, though what we have done in two years for them is never enough, but it is worth mentioning. It is this Government that brought last year the radical principle that the workers dues would be *pari paseu* with secured creditors; the workers' dues would be the first charge along with others. It was this very Government that for the first time introduced the stock option scheme for the workers. It is compulsory that in any new issue, five per cent will have to be offered to the workers. It is this Government that did that.

The Bonus eligibility limit has been increased upto Rs. 2500 so far as the industrial workers are concerned. The D.A. for public sector employees was increased to cover 101 per cent of their wages at that point of time; it has recently been raised from Rs. 1.30 to Rs. 1.65 per point increase in consumer price index. And this year again, for the fixed income group, the interest rate paid by Government on Provident Fund deposits has been increased to 12 per cent. Standard deductions have also been increased. In the organised sector, special incentives have been given for building workers' housing. Also, for the fixed income group, the ceiling on house rent allowance which was there earlier, has been removed now. So, these are the whole set of measures that we have taken.

Many a time, the CPI quoted that when the consumer price goes up, it is a burden on the people and that the wholesale price index is not that reflective of what goes to the family budget. But if you set the whole history of our develop-

ment event at constant prices (wherein we discount for inflation), the per capita GNP which was Rs. 486.6 in 1950-51 has gone to Rs. 828. So, even after the discount of inflation, the income has doubled in real terms, in spite of the population going up. This is a record of what we have done for the economy.

AN HON. MEMBER : Wishful thinking !

SHRI VISHWANATH PRATAP SINGH : No. This is not wishful thinking. This is the real fact.

For helping the people, the masses, we have given a fillip to the small scale industries, because they have been bulwark of massive employment on a decentralised scale and they are also a bulwark against concentration of wealth. That is why, in this Budget we gave a massive thrust for the small scale industries. I will come to it a little later.

PROF. N.G. RANGA (Guntur) : They made a representation to you.

SHRI VISHWANATH PRATAP SINGH : I will come to that. For the small scale industries, a separate special fund in the IDBI is being created. With the special concessions on excise duties, they can grow larger and yet avail of the facilities. These are the various things that we have done, and I will not go into all those details. As regards the handloom sector, if it uses blended polyester and polyester cotton, it will have benefit. Then there is also the removal of excise duties on processing of certain blended fabrics by specified handloom organisations. These are the special features in the Budget in this respect.

The other sector where employment can be provided a powerful impetus is the agriculture sector. Agriculture sector is not only important for poverty alleviation, but also for our self-reliance. The allocation for agriculture, rural development, irrigation and flood-control in 1986-87 Budget is higher by 29 per cent over the 1985-86 Budget.

SHRI AMAL DATTA (Diamond Harbour) : Why don't you compare the REs ?

SHRI VISHWANATH PRATAP SINGH : It is always compared BE to BE only, because the 86-87 Revised Estimates will be available later. Then you can compare the Revised Estimates.

SHRI S. JAIPAL REDDY (Mabhub-nagar) : What about the Revised Estimates of 1985-86 ?

SHRI VISHWANATH PRATAP SINGH : Always, the valid comparison is made from BE to BE only. When the RE become available, next year you can compare it with RE to RE.

We have extended to crop insurance scheme to fruit cultivation and we are coming forth with a long term price policy for major crops of the farmers. This is going to be a very major instrument for the farmers because if they know in advance that in coming years these will be the prices of various crops, they can plan the sowing accordingly. Mostly what happens is that the prices are announced only after the sowing is over.

SHRI M. RAGHUMA REDDY (Nalgonda) : In between you raised the rate of fertilizers what would be the fate of the farmers ?...

(Interruptions)

SHRI VISHWANATH PRATAP SINGH : May I respond ? Still, Rs. 1950 crores has been provided for subsidy for the farmers. It is not that we are not sharing the burden of the farmers and whatever has been raised is according to the 1981 prices. So, during the 4½ years, while the general price has gone up by 24½ per cent, your fertilizer prices have been pegged to what they were in 1981.

SHRI S. JAIPAL REDDY : But the Agriculture Prices Commission did not take this into consideration.

MR. SPEAKER : Sir, is it a Question Hour ?

SHRI VISHWANATH PRATAP SINGH : What is very uncomfortable to the hon. Members on that side is that these are facts which they wish, they were not, So, they have not much to say. They are very uncomfortable with these facts.

SHRI AMAL DATTA : We wish that India has doubled not only doubled, but many thinkers have said...

(Interruptions)

SHRI VISHWANATH PRATAP SINGH : We can go through all these and no point will be missed. The other major thrust that has been done is not only for agriculture, but also for our self-reliance, on our balance of payments context, that is for oilseeds and production of oilseeds. Quite a big chunk of foreign exchange outgo is there on import of edible oil. While the farmers have brought self-reliance in foodgrains today, we challenge that we give the farmer a good package for production, a good incentive for oilseeds. I am sure, the farmer of this country in a few years to come will relieve the country from the imports of edible oil.

MR. SPEAKER : You have enough capacity, you have to make sure that they are purchased at the remunerative prices.

SHRI VISHWANATH PRATAP SINGH : The balance of Payments Sir, that is our high priority...

(Interruptions)

MR. SPEAKER : You see from that angle.

SHRI VISHWANATH PRATAP SINGH : I am in touch with the Agriculture Minister and he is taking all the steps to see that oilseeds are duly purchased.

MR. SPEAKER : You also see to that.

SHRI VISHWANATH PRATAP SINGH : I assure, Sir, there will no shortage of funds for the farmers.

MR. SPEAKER : You say that funds are not a constraint.

(Interruptions)

SHRI VISHWANATH PRATAP SINGH : There will no shortage of finances for the farmers for purchase of oilseeds.

PROF. MADHU DANDAVATE : Sir, you introduce the Supplementary Budget.

SHRI VISHWANATH PRATAP SINGH : They will not grudge this supplementary for the farmers, I know it, Prof. Dandavateji. I will take care of that.
(Interruptions)

We abolished this cess on coconut and also on cotton and vegetable oil and all the investments in the anti-poverty programmes will go to the farmers and on the rural side 31 per cent of allocation in electricity will also go to the infrastructure by which the farmer can draw ..(Interruptions)

The other areas in which I want to share the concern, not that we have to panic on it, but certainly we have to be prudent on it—the balance of payment scenario. The IMF's instalment has started by way of small amount this year and they will pick up. The oil which was our main saviour of foreign exchange in the last plan, will not be available in the same proportion in the Seventh Plan and concessional flows are drying up. There is a pressure for commercial borrowings and in this context, we have to evolve a strategy where our economic independence, which we have always fought for, and self-reliance which has been the main corner stone of our economic independence is further strengthened and some of the steps which are mentioned for the edible oil etc., are in that direction. But one thing we have to keep in mind, viz. that there is no painless way to self-reliance. If we are to curtail some of our imports of edible oil so that the farmer has some breathing time to produce it, at that moment if there is some rise in the edible oil prices, we will perhaps require the indulgence of the House — we suffer it and tide it over in a few years. Then

this little sacrifice will rid us for ever of future imports. I think this is one way in which we will take the House into confidence, and also commit ourselves.

The capital industry has been one of our mainstays, for self-reliance. It is a pioneer in self-reliance. That is how our industries grew. From a few consumer industries, we went to basic industries, and today we have an industrial structure we can be proud of.

It was in this context that Customs duties have been increased on projects, from 45 per cent to 55 per cent. It has been a very conscious decision, to give protection to our capital industry. At the same time, components have been decreased by 5%. So, from the finished machine to the component, there is a 15% gap. So, anybody who indigenously wants to make that machine, and wants to avail of some components from outside and also make some components here, not only the screw-driver technology, will have an advantage of 15%, over another person who wants directly to import the machine. So, this has been the strategy on self-reliance, in our machinery industry.

There is one other aspect of MODVAT, and that is connected with self-reliance, and our indigenization programme. The MODVAT gives duty set-offs on excise and countervailing duty. It does not give duty set-off on import customs duty. So, in this home market, our manufacturer who has got a high degree of indigenization will have an edge over a person who has a high degree of import content. In spite of our phasing out programmes of indigenization, we have found that the industry has been slow on it. Many industries have not done the indigenization phasing programme, and have gone on importing components; but this one factor of MODVAT screw will force them to indigenize. Otherwise, they will be virtually phased out.

One point was made, viz. concern about exports, and what is being done for exports. That is relevant. when Members expressed the view that exports have to pick up in the strategy for self-reliance,

[Shri Vishwanath Pratap Singh]

That is the positive thrust that we have to make.

In that context, pre-shipment credit facilities have been liberalized. I had announced in the Budget that RBI would be doing it. RBI has already done it. The MODVAT scheme will be of help to the exporters, because earlier duties, if paid will be set off.

Then about export by garment industry, which is a very labour-intensive industry. It suits our socio-economic needs also. For this industry, the drawback has been enhanced from 7.5% to 10%.

In respect of marine products in which hon. Members from Kerala might be interested, and their modernization, the duty on machines has been reduced from 100% to 40%, basic and auxiliary.

There have been substantial reductions in respect of machines for arm and Jewellery, on which duty used to range anything between 40% and 228 per cent. It has been reduced to as low as 25%.

Then, of course, the export duty on unmanufactured tobacco has been abolished. There are so many other details, into which I will not go. Hon. Members from Andhra Pradesh and Karnataka might find some satisfaction from that—and Members from Gujarat also. One point was made...

PROF. MADHU DANDAVATE : About MODVAT, I would seek one clarification: a good number of economic journals have said...that though the MODVAT policy was announced in fiscal policy document and announced in the budget, actually not enough preparatory work was done; and the concrete instance that they have given is that in the case of a truck, it was expected that after the implementation of MODVAT scheme, the price would come down by Rs. 5,700, but, actually it has almost gone up by the same amount, because the preparation has not been properly made and, therefore, many of us have suggested that the implementation be postponed for some time so that necessary preparation should be made. And, of course, it is a fine scheme that can be implemented after-

wards. I donot know what is our response ?

SHRI VISHWANATH PRATAP SINGH : I would start with the last sentence. Dandavateji, it is a fine scheme, the MODVAT scheme. I understand that this has come up in the press.

(Interruptions)

SHRI AMAL DATTA : Just VAT and not MODVAT.

SHRI VISHWANATH PRATAP SINGH : No, the hon. member may be interested in the VAT. There is no central excise duty on it. This is a serious point which Dandavateji has raised. What I want to say is that so far as the scheme is concerned, the economists, the industry and the government, there is no difference of perception; that it is a right scheme; it ought to be introduced. No question of the preparation. Dandavateji, it is not a general thing; it was only an idea. But, now you have, by MODVAT, touched, about 10,000 items, I mean the whole gamut and when you touch such a vast sector, then some area of difficulties will be there; that is why; in my speech itself, I said that any anomaly in this respect, we will remove; and I am giving an audience myself; I am fixing the date. I asked the Revenue Department to open a window and a Liaison Officer; and whoever wants to come and explain his problems, he must come. So, we have to remove anomalies. Our difficulties in giving it earlier was not in the concept. What has come by the specific rate has come. Now, I could not announce the rates earlier. If you say against 10,000 items, 60-70 items had been a little difficulty, so, across that broad canvas, the problem of fall-out is manageable and we will manage it and go into the details and remove anomalies.

You have said about one example. I will not relate it to this example, but I will de-link it with this example. Some problems have also arisen because earlier some people had tendencies to show that they were being taxed much higher and that calculation to the government was submitted. Then the government said "All

right, you had been taxed; you take relief." Then relief we calculated and told them that you would get that much of relief. Then they said, "No, no, this was what I was being taxed, taxed much less; my relief is less."

PROF. MADHU DANDAVATE : That is a manipulation.

SHRI VISHWANATH PRATAP SINGH : For these details, we are going into calculations. I will give the time and my officers will also give the time. Where we have intended a rise like in passenger cars, T.V. etc., there MODVAT will not neutralize and also MODVAT will not neutralize where we have got high import content. That is not our intention: if it has gone up because of high import content, that is a different story.

One point was raised and I am taking it because repeatedly in the Press it has also come as to why — when crude price abroad came down — the prices have risen here? This point comes in this respect. The basic fact that is to be understood is that the imported crude — even after the price reduction abroad — is costlier than Indian crude; Indian crude is cheaper than the foreign crude even after the reduction of price abroad. So, what happened in last year, in 1984-85, was that 20 per cent was being imported of our total consumption.

In the year 1985-86 — the current year, the proportion of imported to total consumption went up by 33 per cent. So, while price reduction was there, from 20 per cent, the proportion went to 33 per cent, so when we are mixing costlier crude and in higher proportions, the average price of crude went up.

SHRI C. MADHAV REDDI (Adilabad) : Is it not after the addition of import duty ?

SHRI VISHWANATH PRATAP SINGH : The Price is 1,625 taking all variables as the same, the average price of oil in 1984-85 in spite of reduction was Rs. 1,625; in 1985-86 this price — the average price — went up by 1,735 that is

about seven per cent and I think that is the reason and I think that it should be understood and also that for the price rise, that this has been the reason for it. It should be understood by the hon. Members.

Shri Amal Datta mentioned that the country is walking into a debt trap. While I said that there should be caution on the balance of payments side, we are not walking into debt a trap. This has been said every year from the Benches Opposite. (Interruption) If I go into all the debates and discussion—think every year it is said, "You are walking into a debt trap".

SHRI AMAL DATTA : By saying every time we have prevented you from walking into a debt trap!

(Interruptions)

Our efforts have succeeded !

SHRI VISHWANATH PRATAP SINGH : I will compliment you on your advice, and you compliment us on our performance.

(Interruptions)

Even after that — if you see today — our debt service payments on external debt is estimated to be 13.6 per cent at current prices of 1984-85 and that is much lower than many other countries, and the prudent policy which the Government has pursued, and many of the measures I have been discussing have been of these lines, and certainly at any cost we will not allow this country to go into a debt trap and I can assure you that we shall not fall into any debt trap.

SHRI S. JAIPAL REDDY : What will be position when the IMF payment begins ?

(Interruptions)

SHRI VISHWANATH PRATAP SINGH : Even then, if you take investments and our external earnings, that is below — even at the peak — 20 per cent.

[Shri Vishwanath Pratap Singh]

Now coming to our Plan, and Plan outlays, I do not have to go into percentage. Twenty per cent increase has been there under the total Plan but is important is that the planning process has been buffeted by unforeseen winds of invasion of drought, of wild shocks and still it has worked and survived, — not only has it worked and survived, but also there has been growth and progress. That is the performance and it goes to the sagacity of the political leadership of the country that it could guide the country while maintaining growth, planning, and the democratic process also. It is a tribute to Jawaharlalji, it is a tribute to Indiraji and the leadership.

AN HON. MEMBER : Shri Rajiv Gandhi!

PROF. MADHU DANDAVATE : That Mantram should be chanted.

SHRI VISHWANATH PRATAP SINGH : If I cannot pay a tribute to Janata, it is because that is what the people say!

PROF. MADHU DANDAVATE : You can pay homage to us and a tribute to them.

SHRI VISHWANATH PRATAP SINGH : Yes, homage was paid during the Janata party time to the Planning process itself! That was the homage paid to the planning process.

(Interruptions)

Much was made that the Centre is raising resources, that no share is being given to the States.

SHRI SOMNATH CHATTERJEE (Belpur) : Yes; precisely.

SHRI VISHWANATH PRATAP SINGH : This is precisely where everything is wrong that you state.

SHRI SOMNATH CHATTERJEE : That is why you had to send Shri Chavan to Bombay,

SHRI VISHWANATH PRATAP SINGH : Because of the Finance Commission now you have got a surplus budget of Rs. 52 crores.

SHRI SOMNATH CHATTERJEE : That is because of our performance!

SHRI BRAHMA DUTT (Tehri Garhwal) : That is in spite of your bad performance.

SHRI VISWANATH PRATAP SINGH : The transfers by Central Government to the States and Union territories are up by Rs. 7500 crores in 1985-86 i.e., 51 per cent as compared to the transfers in 1984-85. Central assistance to States and Union territories under the Plan is higher by 42 per cent. And the States have received the bonanza in the form of tax collection out of the tax buoyancy in income-tax, because 85 per cent of it goes to the States.

SHRI SOMNATH CHATTERJEE : Why should you grudge that?

SHRI S. JAIPAL REDDY : That is the reason why you have reduced the income-tax.

SHRI VISHWANATH PRATAP SINGH : With the result, every State has got the plan made higher by 20 per cent and 21 per cent. That has been the order. (Interruptions) What has happened, let us go little further. The proportion of all transfers to total resources raised by the Centre has been fairly constant over the various years—30 per cent; 33 per cent, 32 per cent, 34 per cent in 1983-84, 1982-83, 1981-82, 1980-81. So, the present mechanism of transfer of resources has been very stable and has taken care of the needs of the States. In fact, the States tax revenue has increased from 31.5 per cent of total tax revenue in 1974-75 to 34.6 per cent in 1984-85. If we take the total tax revenues of Centre and States, the States revenues have gone up. It is not a question of resources with the States. Every State in the Sixth Plan had exceeded the target. And I compliment the Chief Ministers on additional

resource mobilisation. So, there is no problem of shortage. Their problem is erosion of resources—erosion of resources through electricity boards, State Transport Corporations and others.

SHRI SOMNATH CHATTERJEE :
How much erosion is there in the Centre?

SHRI VISHWANATH PRATAP SINGH : Look here, it is not a question of Centre and States. Let us not take the labels and argue the case, because where is the Centre and where are States.

SHRI SOMNATH CHATTERJEE :
Without States, there is no Centre.

SHRI VISHWANATH PRATAP SINGH : That is precisely what I ask. Is there any investment of the States which will not go to the benefit of the country? Or is there any beneficiary of Central expenditure, who does not belong to some State? Where is this division? But it is the division of work in the Constitution.

SHRI SOMNATH CHATTERJEE :
Regional imbalances come in the country.

SHRI VISHWANATH PRATAP SINGH : You are a senior Member. I will seek your indulgence at least to listen to me.

What has been done by the Constitution? The allocation of responsibilities are there for the country. Both are responsible to the country. Defence, railways and many of the things of the Central subject—I do not want to go into details—are the responsibility and allocation by the Constitution, of the Central Government; while agriculture, education, law and order are the responsibility and allocation to the States. Both are equally important. But do you think that by taking out from this the major responsibilities of defence of the country or major infrastructure and make a debate that way who will pull how much and from where, that is in the actual interest of the country? If not, the debate is lost. Do you think that when there is such an erosion of resources and not shortage of resources, and if that is thrust

upon the Central Government to underwrite it, it would not undermine our defence or basic infrastructure? Let us search our hearts and see what is that we are arguing. That way, put our forces in this direction.

13.00. hrs.

One point was made by our Member from Punjab. I may just mention that Punjab has gone through a very trying and turbulent period and it was for that factor that apart from the normal Plan assistance which is given under the Gadgil Formula, special assistance of Rs. 275 crores has been provided in 1986-87, apart from the additional Rs. 97 crores which have been given to Punjab. So, we have taken care of the problems which Punjab has. Even this year, 1985-86 if you look, what has happened by the buoyancy of tax revenue? The States' share in income-tax in 1985-86 was Rs. 1,338 crores. It has gone up, because of our sound tax policies and their implementation, to Rs. 1,846 crores. A bonanza of Rs. 500 crores! Similarly, the States' share in the Budget Estimate of 1985-86 for the Excise was Rs. 5,370 crores which has gone up to Rs. 5,625 crores. So, I do not grudge it. I am ready to toil and sweat to get more revenue through income-tax and excise so that it goes to the States which are a part of the same country. The people cannot be divided. We are representatives of the same State. When we come here and sit, can we lose our identity or concern for the people? They are indivisible, they are one people of the same country... (*Interruptions*).

SHRI AMAL DATTA : Why don't you give share from the loans and the deficit financing also?

SHRI SOMNATH CHATTERJEE : In the NDC every State has been making such a demand irrespective of the colour of the party which is forming the government. I am sure, the hon. Finance Minister will agree. Every state is making demand for greater and greater allocation from the Centre because they have to meet such obligations to the people which are of their daily necessity, like health, education

[Shri Somnath Chatterjee]

etc. Everybody knows it. Therefore, Sir, this is not a question of one State which is doing that, every State is doing that.

SHRI VISHWANATH PRATAP SINGH : There I agree. We also share the same thing that what we can do for the States we must do. On this statement I have no difference of opinion.

One other point of basic importance which has been made is the heavy reliance on indirect taxes. One thing which we have been able to do this year is that while the GDP in 1985-86 is likely to be of the order of 11 per cent, our major direct taxes grew by 23 per cent. So, the proportion of our direct taxes to GDP growth has been higher which is a very desirable direction. Dependence on indirect taxes is not unusual in a developing country because of the narrow base of the direct taxes, because a large number of the population is poor. You cannot tax them. Also, agriculture is not in the tax-net and for these reasons you have constraint on the amount that you can grow. And still in the indirect taxes we have kept the structure progressive. There are subsidies on many items of common use. We have exemplified many items of basic use by the commonman. 83 per cent of the additional tax revenue in 1986-87 is from customs duties. You should not equate customs duty to excise because in customs duty there is an element of protecting the indigenous industry, of self-reliant. So, you cannot equate the instrument of customs duty as an ordinary instrument of duty and take a proportion of direct taxes to customs duty.

Well, any way we have to go to a system where the proportion of realisation from direct taxes increases and it is desirable that way, but over a period of time.

Sir, the other important point was made of deficit. One very major thing that has been done is to accept the recommendation contained in the Chakravarty Committee Report to change the definition of deficit, not only confine it to budgetary deficit, but also include in it the net RBI credit to the Government. This is a major

change we are making in real assessment of the deficit of the country in real economic terms. So, there is no gloss or hiding back behind our net RBI credit, but when we say that the deficit has grown and it has been so much larger than last year and therefore, the economy will be in trouble, some dynamics of the economy is not understood just like with a growing child, the cloth...*(Interruptions)*. The coat has also to grow, and yet be of the same fit, not necessarily loose. So, if we compare with the parameters of GDP or money in the market, then very startling things come to light.

SHRI SOMNATH CHATTERJEE: You don't agree with Pranab Mukherjee?

SHRI VISHWANATH PRATAP SINGH : If you compare it with GDP or money supply, Somnathji, you will be surprised that in 1972-73 the deficit of Rs. 869 crores is larger than a deficit of Rs. 4490 crores of 1985-86 because that was 6.8 per cent of the money supply, that Rs. 869 crores was 6.8 per cent of the money supply whereas Rs. 4490 crore is only 4.4 per cent of the money supply.

PROF. MADHU DANDAVATE: Values of the rupee also.

SHRI VISHWANATH PRATAP SINGH : Then if you take as a percentage of GDP, then the 1979-80 deficit of Rs. 2427 crores is greater than the deficit of 4490 crores of 1985-86 because that amount of Rs. 2427 crores of 1979-80 was 2.3 per cent of the GDP whereas this Rs. 4490 crores of 1985-86 is only 1.9 per cent of the GDP. This shows that deficit is lowering. In the same way, of the money supply, it was 6.1 per cent of the money supply whereas the present deficit is only 4.4 per cent. That explains the impact of prices on inflation and it is not only the budgetary deficit, that will relate to money supply and pressure of prices. It is the net RBI credit, it is increase in reserve money and then you apply the money multiplied and you get the money flow. So, if you can control any of the other variables because it has been important while the deficit has been

large, we could control and free money supply. It was only 17 per cent this year and that is a very tight control on money supply, in 1985-86 we can control it and this also explains the behaviour of the inflation. That 'double-digit doom' that was predicted at this very time in this very House by the hon. Members, where is that double-digit doom? (*Interruptions*). Let us note, price hike is on comfortable things. But you give thought to it, you see the three weeks' wholesale price index after the increase of the oil prices. It was said that everything will go avry and everything will be multiplied in fact, and inflation will go up. The wholesale price index after the petroleum products price hike has been coming down for three weeks consistently. That means, that has been totally absorbed, there will be seasonal price rise from March-April onwards. That is the seasonal rise.

But it gets delinked from the commissions that you want to make with the economy. It is not such a simple and one variable economy. It is a multi-variables economy. Various things have to go and have to take care of them.

PROF. MADHU DANDAVATE: Your figures are not correct. When you say 3.5% inflation over the last 9 months, what you have done is, you have taken point to point inflation by taking January, 1985 figure and January, 1986 figures. If you take page 51 of the Economic Survey and calculate for these 9 months, the average for one month comes to be 6. And you are saying that it is 3.5. That is how your figures are distorted.

SHRI VISHWANATH PRATAP SINGH: Prof. Dandavateji, I have not taken point to point. 3.5 is the cumulative figure from 1st April to February, 1986. It compares with the previous percentage and that is what the figures, I have given. It is not point to point.

PROF. MADHU DANDAVATE: The average works out to nearabout 6%.

SHRI VISHWANATH PRATAP SINGH: If you take from 1st of April to February, 1986, 47 is the cumulative

figure. It is not point to point. The increase in wholesale price index is 3.1%. It is not point to point, but it is cumulative. As last year, for the same period cumulatives from 1st April to 47 weeks—up to February—have been 5.8%. That is why, our performance is far better. It is not point to point of corresponding figures. And I stand on it.

The other thing is, I do not want to make a reply equal to my Budget speech.

SHRI SOMNATH CHATTERJEE: We know the fate of the country; what is good in the long run.

SHRI VISHWANATH PRATAP SINGH: If you consulted the astrologers, then it is your opinion.

The other areas of resources are Plan estimates. If you see the Plan and the Budget At a Glance, it has been structured at 53% and 47%. 53% of the Plan has to be funded by the resources of the public sector undertakings and 47% has to be provided with budgetary support. This is the area where really we want to share with you, some of my problems also. One point has been made in this regard, to which I will come later. But basically, it is the tax elasticity. The public sector contribution, the non-Plan expenditure, cost of governance as well as subsidies will have to come too. So, these are the areas of pressure on the economy which I want to share with the hon. Members;

One point has been made that because of the long term fiscal policy, you will yourself down. So, now you are saying, you cannot do anything.

AN HON. MEMBER: You can modify it.

SHRI VISHWANATH PRATAP SINGH: No, that is not the case. They say, therefore, you have resource constraint. All that you can do is, hike the prices. This is the argument given.

SHRI AMAL DATTA: It is not prices but taxes, direct taxes.

SHRI VISHWANATH PRATAP SINGH : All right. This is the grand advice that has been given. Let us see what this advice is worth. Regarding this advice, grant advice that is being given, let us see what real value it has in quantitative terms.

SHRI SOMNATH CHATTERJEE : Are you sarcastic?

SHRI VISHWANATH PRATAP SINGH : If I say with any sarcasm, I extract that sarcasm. With all cordiality, I am saying. Now, Rs. 5515 crores is the total R.E. of direct taxes—corporate tax as well as personal taxes. Now, let us say that this House takes a decision that we raise this by 10%—corporate tax as well as the personal direct taxes. That is the plea you have against L.T.F.P. All right.

SHRI AMAL DATTA : Personal tax be raised.

SHRI VISHWANATH PRATAP SINGH : You want 90% rates, 105% rates. That is a different philosophy. All do not share that. At the most, they will say, you take it to 50% or 60%. But certainly, no-one, I think, is recommending 70%, 80% or 90%. All right. Let us take it 10% rise. What will happen to Rs. 5515 crores. We will get an additionality of Rs. 550 crores.

SHRI AMAL DATTA : You cannot think beyond 10%.

SHRI VISHWANATH PRATAP SINGH : With Rs. 550 crores, how do you deal with your deficit which is Rs. 4,000 crores? What will be available to the Central Government? About Rs. 200 crores will be income-tax. Out of this, the Central Government is getting Rs. 30 crores. Out of Rs. 250 crores balance, 50% comes from public sector from one pocket to the other. Net you will get Rs. 125 crores. So, Rs. 155 crores is the worth of their advice against the challenges we have got, namely Rs. 4,000 crores. (Interruptions). Rs. 4,000 crores is the deficit. Your advice is not worth even 5% in content.

SHRI AMAL DATTA : That is because you refuse to go beyond 10%.

SHRI VISHWANATH PRATAP SINGH : All right. You make it 20% and have a size of 70% taxation. (Interruptions) You do anything. I concede. Have 70%. Now we have become absolutely... (Interruptions) I do not know. Let us see. If you have 70% by hiking up tax rates, then you will get Rs. 300 crores. Rs. 300 crores is being banded against the problem of Rs. 4,000 crores. Not even 10% is the worth of your advice. So, that is the quantitative value of your advice which you qualitatively brandish for political purposes. You try to tell everybody that this is the position.

SHRI AMAL DATTA : Your tax collection is much more than what you thought it will be. That is, by better enforcement. Your theory is no tax and strong enforcement. My theory is high tax and strong enforcement.

SHRI VISHWANATH PRATAP SINGH : What your advice is worth, has been exposed.

SHRI SOMNATH CHATTERJEE : You want these Rs. 125 crores or you do not want?

SHRI VISHWANATH PRATAP SINGH : I want Rs. 1,000 crores and I have got more by my method than by your advice. My method has brought Rs. 1,000 crores. You are giving me only Rs. 125 crores. That is the basic difference.

SHRI SOMNATH CHATTERJEE : By MODVAT.

SHRI VISHWANATH PRATAP SINGH : Not by MODVAT but by last year's performance. It is a record in a decade. I am not shy of my policy. After all, we have followed that policy and we have brought results to the country. (Interruptions)

I want to make one thing clear about the long-term fiscal policy because in the debate something has to be technically also correct. What has been said is for corporate taxation. Our hands are not tied.

They have not read it. They do not read it. They go by impression. They want to create an impression, which would not stand.

Paragraph 5.19 for corporate taxation reads :

“The rates of corporation tax will not be reduced further.”

Where is my hand tied? We have said “...will not be reduced further.”

SHRI S. JAIPAL REDDY : They will not be increased further.

PROF. MADHU DANDAVATE : We have said that you have frozen the rates. That is all.

SHRI VISHWANATH PRATAP SINGH : You read the book. Don't quote this. You quote me.

SHRI AMAL DATTA : We are reading between the lines. Reading is one thing and reading between the lines is another.

SHRI VISHWANATH PRATAP SINGH : Then you say that.

SHRI AMAL DATTA : We have been able to read between the lines.

SHRI VISHWANATH PRATAP SINGH : They never read the lines. They always read between the lines. They are lost between the lines. Our hands are not tied. What is said is that for personal income-tax, in order to provide necessary stability, the Government intends to keep the present rate schedules of taxes on personal income and wealth unchanged for a minimum period of five years. So, it is on the personal income-tax side, that we have said that we want to give stability.

There is a sound economic reason and I stand by it because in economy stability is a positive thing. Uncertainty from year to year does disturb the economy and by having a reasonable rate and firm enforcement we could give this scenario a thousand crore of rupees more than we could get.

(Interruptions) I do not have to prove any more. When we can have a planned economy, give a plan on expenditure and on our investment, why cannot we have a plan taxation policy? What is wrong? It is the basic part of the planning concept we have brought in. We are not shy of it and it has been proved correct.

The public sector which has been the hub of our economy, which has been the mainstay of our self-reliance, which has been the engine of growth will continue in the same fashion and we do see that we have controlling powers of the economy, and see that the investments in the public sector do repay to the economy because the inefficiency and losses all along are expressed either as price hike or deficit in the budget. Both are inflationary and this is the first responsibility for the government that the efficiency of the public sector is improved. And in fact I am very clear that here we have to involve the labour also. Hence the concept of labour participation in management. Government and the public sector management have to work together to face this national challenge. It is the key of the Seventh Plan and it is here that the Seventh Plan succeeds or not. This is the challenge we have and we accept this challenge. Prime Minister himself is giving the greatest emphasis to this aspect.

So far as the non-plan expenditure is concerned...

SHRI HANNAN MOLLAH (Uluberia): What is the basis of your expectation that you will get 20% return from the public sector — say around Rs. 7000 crores?

SHRI VISHWANATH PRATAP SINGH : Don't worry. We will fulfil the plan. There will be no shortage in the plan. We have already got 40% increase and it is a record.

SHRI SOMNATH CHATTERJEE : When have you to go to UP as Chief Minister again.

SHRI VISHWANATH PRATAP SINGH : If you ask me, I can come to West Bengal also.

SHRI SOMNATH CHATTERJEE :
Most welcome...

(Interruptions)

MR. SPEAKER : Order, please.

SHRI VISHWANATH PRATAP SINGH : Immediately this reminds me of non-plan expenditure of the States. I will first take up the non-plan expenditure of the central government. We will have to look into the cost of governance itself. We owe a duty to the people that the cost of government and governance is the least burden on the people and wherever there is any wastage on that account, it should be cut. For that we would be coming with a paper to the Parliament on the expenditure side of the government to debate in the Parliament, to take the views and advice and also thereby come to a policy as to where the cost of governance can be reduced...

AN HON. MEMBER : Cost of Governors ?

ANOTHER HON. MEMBER : Cost of governance.

SHRI AMAL DATTA : Also the cost of Governors should be reduced.

SHRI VISHWANATH PRATAP SINGH : Coming to the question of subsidy, we need subsidy because the present system of inequity, as I mentioned, does not transfer resources to certain sections of the society. Therefore, we need subsidy. But the rate of growth the subsidies has taken in five years is quite alarming. The subsidy on fertilisers itself has gone up by 1000% from 1981 to 1985. It has gone up from Rs. 117 crores to Rs. 1700 crores. In the last three years subsidies have been rising at the rate of 40%.

With the rate of growth in the Seventh Plan we would have spent Rs. 41,000 crores in subsidy which would be equal to two years Central Plan and it has been calculated that it would be equal to one Primary School and one tube-well in every village of the country. So, while we have to provide subsidy, subsidy starts pre-empting invest-

ments in Public Sector. Then a scenario will emerge where the Public Sector is unable to grow and provide strength to the economy. We will pay much higher price later on. In this connection, I seek the advice of the House as to how to strike that balance to maintain and take care of the poorer sections of the people as well as investments in Public Sector are not dried up just because putting everything in the subsidy. Here, the political support and also persuasion will be needed as to how we can take the country into confidence is the basic problem we are faced with.

Sir, I will not go into the details of the long-term fiscal policy and as to how much we have implemented. That will take much time of the House. Perhaps, I can give a Press Note. There are about 20 items which we have done.

Coming to the end, I do not know whether hon. Members have given some thought or looked at page No. 17 of the budget at a glance. It gives the head-wise allocation to every Ministry for the 4 years upto to 1989-90. This is the first time that a phased allocation which every Ministry would be having as per the Plan and for example, 5 per cent inflation has been calculated. Not because there will be 5 per cent inflation, in actual terms. I will not face any privilege issue by you if I discuss this document as to what will be the budget of future years.

(Interruptions)

In the end, just I want to say one sentence about MODVAT and removing anomalies in the small-scale sector particular about 68 or 80 items. They have some problem and I will go into it in great detail.

Next I will come to the powers of Inspectors for searching residential houses. We will be reviewing that. We will also review and issue a code of ground rules for search and raids and see that these ground rules should be observed by them.

About inter corporate dividend, I would like to mention that the U.T.I. is also facing some problems. We will be

again having a second look. Other things, I have already mentioned. Some apprehensions have been expressed about the small scale sector. I want to go into a little detail about what has been done. The retention of benefit was only up to Rs. 75 lakhs. Now it is one and a half crores of rupees. The benefit can be retained up to this amount. Earlier the scheme applied only to a few commodities. Now, in the new scheme it is universal and all small scale will be benefited except a few ones which have been excluded.

Earlier the set off benefits were restricted to actual duty paid. In the new scheme, full credit will be given to the small scale sector. Though they paid lower percentage duty it will be deemed that they have paid full duty. Earlier the set off advantage was available only for a few inputs.

But now all inputs under MODVAT will get the benefit, including paints, coats, packaging materials, which was never done.

Some concern has been expressed about the inspectors visiting small scale industries, etc. May I clarify that now we are issuing instructions for clearance to SSI units without excise licences and only intimation to the Department. We will not be insisting on a price-list which is required for clearance and we will allow a system of self-assessment for the small scale industries. Also the inspector will visit the SSI units only with the permission of the Assistant Collector. For SSI units which are facing difficulties in providence of payment of duties on metals, steel, aluminium, copper etc., which they purchase in small lots and where it will be difficult for them to get evidence, etc., credit of the duty will be extended to the SSI units on an *ad hoc* basis without certification. These measures we are taking, and we are also considering changes so that the SSI units could avail of credit on raw materials when they procure non-excisable intermediates from another factory.

So far as the small scale sector is concerned, under the old item 1-67 there are no problems, they are happy...

SHRI SOMNATH CHATTERJEE : 68.

SHRI VISHWANATH PARTAP SINGH : It is TI-68. There, the limit for exemption was upto Rs. 20 lakhs. Now the limit for the normal small scale sector is upto Rs. 7.5 lakhs. Last year in December we adopted a harmonised nomenclature international nomenclature, in excise duty and customs duty and brought it in alignment with international description. Regarding TI-68, because they were slabbing blindly every year when there was some hike in excise duty without seeing their potential to pay or not, they were always complaining that this blind-slabbing of duty should be stopped; they were against TI-68. We abolished TI-68, and when we abolished TI-68, they went into the normal category of small scale sector. The normal small scale sector enjoys duty exemption upto Rs. 7.5 lakhs. So, they fell into that category. The difference is that the set-off benefit of item 68 was confined only to the input items in item 68, but now they will get the benefit for all items.

SHRI SOMNATH CHATTERJEE : 68 was the residuary one.

SHRI VISHWANATH PRATAP SINGH : They used to get the set-off benefit in respect of only inputs in item 68. But now under the new system they will get the benefit in respect of any item covered by MODVAT that they may need for their inputs. It is a question of communication. We will be talking to them and explaining to them, and if there is any genuine difficulty, we will take care of that.

SHRI SOMNATH CHATTERJEE : You have an open mind. I think.

SHRI VISHWANATH PRATAP SINGH : But we cannot now make a major reform to have an "X-68" category. That will not be fair to other small scale sector also.

In the end I want to say one thing about tax-evasion. There has been a tremendous drive this year, A rupee

[Shri Vishwanath Pratap Singh]

evaded is a rupee robbed from the poor. This robbing is taking place and we are not going to allow that. I am ready to give a time-window for for transformation. In direct taxes, income-tax, we gave exemption from prosecution and penalty if somebody came clean. I am ready to do it on the indirect taxes side if somebody comes clean. Having said that about giving a reasonable time, I would say that, so far as any evasion is concerned, that is the share of the poor and we will get it; even it is in seven lockers, we will break open them and get it.

We shall back industry, but we shall not back the industry of tax-evasion or robbing the poor. Business is respectable, but swindling the country is not a respectable business...

SHRI SOMNATH CHATTERJEE :
Reprehensible.

SHRI VISHWANATH PRATAP SINGH : This business cannot be given respectability. That is very clear. We are ready to be reasonable in law, we are ready to give passage through time-window to come clean, we are ready to do that. But outside that we will be as firm as iron and we are not going to leave them.

In the end all that I may say is that there may be many failings of this budget; but what is unmistakable is its dedication to the poor, its commitment to our socialistic goals and its pledge to uphold our economic self-reliance and independence.

At this moment I would like to quote one sentence from Smt. Indira Gandhi:

“The time has come to rise above pettiness and to break down meaningless barriers, to join not just for better things; but to reach out for values which could make us better beings”.

PROF. MADHU DANDAVATE : I will again put on record that what you had computed wrong. On page 51 if you take the last column, the annual rate of inflation, its average comes to 5.9—i.e., almost 6%. You are taking the monthly value

and taking the average. That is the difference.

SHRI VISHWANATH PRATAP SINGH : Last time also he said that the base of the Plan has been changed. I said that it is 1984-85. I will check up and give you reply. When you see the rate of inflation it is point to point according to the whole sale price index.

SHRI C. MADHAV REDDY : The Finance Minister was referring to the transfer of revenues to the State. I would like to point out and seek clarification that these transfers are of two types. One is the Statutory Transfer. We never said that there is no increase of transfers. Certainly there is increase. But what is happening is that the Statutory Transfers are decreasing and the Non-Statutory Transfers like Grants-in-Aid, Ad-hoc Transfers all these are increasing. There is an element of discrimination in the Non-Statutory Transfers. On Non-Statutory transfers we have no control, we come to you with a begging bowl and then you give it to us. What we pointed out was that there is an increase in the Non-Statutory Transfers; but Statutory Transfers are going down every year.

SHRI VISHWANATH PRATAP SINGH : As far as the total transfer is concerned, that money does not have any label when you spend it.

13.36 hrs.

DEMANDS FOR GRANTS ON ACCOUNT (GENERAL)—1986-87

[English]

MR. SPEAKER : Motion moved :

“That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the Order Paper, be granted to the President out of the Consolidated Fund of India, on account for or towards defraying the charges during the year ending on the 31st day of March,

1987, in respect of the heads of demands entered in the second column

thereof against Demands Nos. 1 to 107".

Demands for Grants on Account (General) for 1986.87 submitted to the vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grant on account submitted to the vote of the House	
1	2	3	
		Revenue Rs.	Capital Rs.
MINISTRY OF AGRICULTURE			
1.	Department of Agriculture and Cooperation	81,49,000	
2.	Agriculture	42,07,07,000	2,53,44,09,000
3.	Fisheries	4,38,32,000	1,48,69,000
4.	Animal Husbandry and Dairy Development	23,52,26,000	7,70,11,000
5.	Co-operation	3,46,67,000	39,53,33,000
6.	Department of Agriculture Research and Education	15,76,000	...
7.	Payments to Indian Council of Agricultural Research	26,31,12,000	...
8.	Department of Rural Development	4,43,13,58,000	5,33,000
9.	Department of Fertilizers	2,89,16,30,000	73,07,50,000
MINISTRY OF COMMERCE			
10.	Ministry of Commerce	53,64,000	...
11.	Foreign Trade and Export Production	1,47,25,84,000	15,06,86,000
12.	Supplies and Disposals	2,58,47,000	...
MINISTRY OF COMMUNICATIONS			
13.	Ministry of Communications	1,01,73,000	6,00,00,000
14.	Overseas Communications Service	60,25,000	...
15.	Postal Services	1,45,86,67,000	6,05,50,000
16.	Telecommunication Services	2,45,41,66,000	1,52,83,17,000

1	2	3
	Revenue Rs.	Capital Rs.
MINISTRY OF DEFENCE		
17. Ministry of Defence	89,50,51,000	23,72,04,000
18. Defence Pensions	91,74,88,000	...
19. Defence Services—Army	9,10,96,20,000	...
20. Defence Services—Navy	1,13,35,00,000	...
21. Defence Services—Air Force	3,11,23,08,000	...
22. Capital Outlay on Defence Services	...	1,82,08,00,000
MINISTRY OF ENERGY		
23. Department of Coal	24,76,37,000	2,36,63,84,000
24. Department of Power	36,69,55,000	2,45,81,00,000
25. Department of Non-Conventional Energy Sources	15,95,89,000	58,33,000
MINISTRY OF ENVIRONMENT AND FORESTS		
26. Ministry of Environment and Forests	27,13,000	...
27. Environment	13,30,32,000	...
28. Forests and Wild Life	8,19,50,000	2,000
MINISTRY OF EXTERNAL AFFAIRS		
29. Ministry of External Affairs	39,45,84,000	23,41,67,000
MINISTRY OF FINANCE		
30. Ministry of Finance	2,47,33,000	...
31. Customs	15,63,11,000	9,73,50,000
32. Union Excise Duties	17,73,46,000	...
33. Taxes on Income, Estate Duty, Wealth Tax and Gift Tax	19,39,63,000	..
34. Stamps	8,98,29,000	1,30,12,000
35. Audit	24,43,26,000	...

1	2	3
	Revenue Rs:	Capital Rs.
36. Currency, Coinage and Mint	37,99,22,000	29,60,83,000
37. Pensions	35,31,31,000	...
38. Opium and Alkaloid Factories	26,19,21,000	1,19,17,000
39. Transfer of State Governments	8,14,94,17,000	...
40. Other Expenditure of the Ministry of Finance	3,32,94,47,000	8,91,09,14,000
41. Loans to Government Servants etc.	...	29,23,67,000
MINISTRY OF FOOD AND CIVIL SUPPLIES		
42. Departments of Food	3,07,78,33,000	18,96,29,000
43. Department of Civil Supplies	3,91,08,000	1,75,84,000
MINISTRY OF HEALTH AND FAMILY WELFARE		
44. Ministry of Health and Family Welfare	35,62,000	...
45. Medical and Public Health	53,33,76,000	19,19,80,000
46. Family Welfare	95,63,58,000	89,83,000
MINISTRY OF HOME AFFAIRS		
47. Ministry of Home Affairs	1,31,79,000	...
48. Cabinet	1,49,91,000	...
49. Police	1,10,60,16,000	7,01,50,000
50. Other Administrative and General Services	53,20,90,000	8,77,37,000
51. Rehabilitation	8,85,37,000	1,80,60,000
52. Other Expenditure of the Ministry of Home Affairs	45,97,14,000	35,72,32,000
53. Delhi	78,91,60,000	67,14,36,000
54. Andaman and Nicobar Islands	11,76,34,000	12,35,82,000
55. Dadra and Nagar Haveli	1,67,22,000	93,83,000
56. Lakshadweep	3,47,26,000	60,35,000
56A Chandigarh	12,69,77,000	5,45,44,000

1	2	3
	Revenue Rs.	Capital Rs.
MINISTRY OF HUMAN RESOURCE DEVELOPMENT		
57. Ministry of Human Resource Development	1,18,01,000	...
58. Education	1,09,73,28,000	4,24,000
59. Youth Affairs and Sports	11,00,23,000	50,65,000
60. Women's Welfare	25,51,58,000	...
61. Art and Culture	9,50,99,000	...
62. Archaeology	3,27,93,000	...
MINISTRY OF INDUSTRY		
63. Ministry of Industry	2,28,04,000	80,000
64. Industries	17,78,46,000	71,42,83,000
65. Villages and Small Industries	42,89,47,000	23,43,51,000
MINISTRY OF INFORMATION AND BROADCASTING		
66. Ministry of Information and Broadcasting	32,32,000	...
67. Information and Publicity	8,26,14,000	49,03,000
68. Broadcasting	39,11,88,000	34,42,26,000
MINISTRY OF LABOUR		
69. Ministry of Labour	31,00,000	...
70. Labour and Employment	27,18,74,000	15,17,000
MINISTRY OF LAW AND JUSTICE		
71. Ministry of Law and Justice	5,21,41,000	...
72. Administration of Justice	17,27,000	...
MINISTRY OF PARLIAMENTARY AFFAIRS AND TOURISM		
73. Department of Parliamentary Affairs	10,49,000	...
74. Department of Tourism	2,90,97,000	1,84,33,000
MINISTRY OF PERSONNEL, PUBLIC GRIEVANCE AND PENSIONS		
75. Ministry of Personnel, Public Grievance and Pensions	4,12,81,000	...

1	2	3	
		Revenue Rs.	Capital Rs.
MINISTRY OF PETROLEUM AND NATURAL GAS			
76.	Ministry of Petroleum and Natural Gas	21,38,000	1,26,30,79,000
MINISTRY OF PLANNING			
77.	Planning	1,43,39,000	...
78.	Statistics	4,47,76,000	...
MINISTRY OF PROGRAMME IMPLEMENTATION			
79.	Ministry of Programme Implementation	7,63,000	...
MINISTRY OF SCIENCE AND TECHNOLOGY			
80.	Department of Science and Technology	13,83,77,000	2,00,000
81.	Survey of India	7,71,67,000	4,17,000
82.	Meteorology	4,55,51,000	1,77,69,000
83.	Department of Scientific and Industrial Research	26,75,33,000	55,00,000
MINISTRY OF STEEL AND MINES			
84.	Department of Steel	4,72,50,000	1,24,80,50,000
85.	Department of Mines	19,16,52,000	1,12,48,83,000
MINISTRY OF TEXTILES			
86.	Department of Textiles	52,41,43,000	35,68,32,000
MINISTRY OF TRANSPORT			
87.	Ministry of Transport excluding Railways	1,34,18,000	...
88.	Roads	40,88,86,000	56,23,91,000
89.	Ports, Lighthouses and Shipping	23,55,94,000	45,79,85,000
90.	Road and Inland Water Transport	2,36,42,000	21,51,05,000
91.	Aviation	10,33,64,000	11,30,67,000

1	2	3
MINISTRY OF URBAN DEVELOPMENT		
92. Ministry of Urban Development	38,24,000	...
93. Public Works	21,21,24,000	12,51,84,000
94. Water Supply and Sewerage	32,66,000	...
95. Housing and Urban Development	5,90,95,000	12,39,21,000
96. Stationery and Printing	10,37,42,000	...
MINISTRY OF WATER RESOURCES		
97. Ministry of Water Resources	27,12,29,000	2,57,67,000
MINISTRY OF WELFARE		
98. Ministry of Welfare	44,01,67,000	11,67,000
DEPARTMENT OF ATOMIC ENERGY		
99. Department of Atomic Energy	24,97,000	...
100. Atomic Energy Research, Development and Industrial Projects	36,35,75,000	69,83,47,000
101. Nuclear Power Schemes	70,00,00,000	39,28,02,000
DEPARTMENT OF ELECTRONICS		
102. Department of Electronics	9,77,33,000	7,78,83,000
DEPARTMENT OF OCEAN DEVELOPMENT		
103. Department of Ocean Development	4,42,25,000	20,00,000
DEPARTMENT OF SPACE		
104. Department of Space	22,67,72,000	32,96,13,000
PARLIAMENT, SECRETARIATS OF THE PRESIDENT AND VICE-PRESIDENT AND UNION PUBLIC SERVICE COMMISSION		
105. Lok Sabha	2,01,85,000	...
106. Rajya Sabha	84,35,000	...
107. Secretariat of the Vice-President	2,25,000	...

MR. SPEAKER : I shall now put the Demands for Grants on Account (General) for 1986-87 to vote.

The question is :

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the third column of the Order Paper, be granted to the President out of the Consolidated Fund of India, on account for or towards defraying the charges during the year ending on the 31st day of March, 1987, in respect of the heads of demands entered in the second column thereof against Demands Nos. 1 to 107".

The Motion was adopted.

13.38 hrs.

APPROPRIATION (VOTE ON ACCOUNT) BILL, 1986*

[English]

THE MINISTER OF FINANCE (SHRI VISHWANATH PRATAP SINGH) : I beg to move for leave to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1986-87.

MR. SPEAKER : The question is :

"That leave be granted to introduce a Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1986-87".

The Motion was adopted.

SHRI VISHWANATH PRATAP SINGH : I introduce** the Bill.

I beg to move** :

*Published in Gazette of India Extraordinary Part II, Section 2, dated 13.3.86.

**Introduced/moved with the recommendation of the President,

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1986-87 be taken into consideration"

MR. SPEAKER : The question is :

"That the Bill to provide for the withdrawal of certain sums from and out of the Consolidated Fund of India for the services of a part of the financial year 1986-87 be taken into consideration"

The Motion was adopted.

MR. SPEAKER : We will now take up clause by clause consideration. The question is :

"That Clauses 2 to 4 and Schedule stand part of the Bill"

The Motion was adopted.

Clauses 2 to 4 and Schedule were added to the Bill Clause 1, Enacting Formula and Title were added to the Bill.

SHRI VISHWANATH PRATAP SINGH : I beg to move :

"That the Bill be passed"

MR. SPEAKER : The question is :

"That the Bill be passed"

The Motion was adopted.

13.40 hrs.

RESOLUTION RE : THIRD REPORT OF THE RAILWAY CONVENTION COMMITTEE

DEMANDS FOR GRANTS (RAILWAYS), 1986-87.

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1985-86, AND

DEMANDS FOR EXCESS GRANTS (RAILWAYS), 1983-84.

[English]

MR. SPEAKER : The House will now take up the Resolution regarding approval

[Mr. Speaker]

of the recommendations of the Railway Convention Committee, 1985 and discussion and voting on Demands for Grants (Railways) for 1986-87. Supplementary Demands for Grants (Railways) for 1985-86 and Demands for Excess Grants (Railways) for 1983-84 for which four hours have been allotted.

Hon. Members present in the House, whose cut motion to the Demands for Grants have been circulated, may, if they desire to move their cut motions, send slips to the Table within 15 minutes indicating the serial numbers of the cut motions they would like to move. Those cut motions only will be treated as moved.

A list showing the serial numbers of cut motions treated as moved will be put up on the Notice Board shortly. In case any Member finds any discrepancy in the list he may kindly bring it to the notice of the officer at the Table without delay.

THE MINISTER OF TRANSPORT
(SHRI BANSI LAL) : Sir, I beg to move :

"That this House approves the recommendations made in paragraphs 10 to 13, 15 and 16 contained in the Third Report of the Railway Convention Committee, 1985, appointed to review the rate of dividend payable by the railway undertaking to General Revenues as well as other ancillary matters in connection with the railway finance and general finance, which was presented to Parliament on the 21st February, 1986."

Sir, by a resolution adopted in the Lok Sabha on 20th March, 1985 and concurred in by Rajya Sabha on 28th March, 1985, the Railway Convention Committee, 1985 was constituted on the 21st May, 1985. The Committee was appointed 'to review the rate of dividend which is at present payable by the Railway Undertaking to General Revenues as well as other Ancillary Matters in connection with the Railway Finance vis-a-vis the General Finance and make recommendations thereon', for the Seventh Plan period (1985-90). This Committee selected 16 subjects for exami-

nation covering various facets of railway working and report thereon in a phased manner after consideration of memoranda by the Department of Railways.

The Department of Railways submitted an interim memorandum requesting the Committee to permit the continuance of the financial arrangements between the Railways and the General Finances as recommended by the Railway Convention Committee, 1980 for the years 1985-86 and 1986-87 pending their final recommendation for the Seventh Five Year Plan. The Railway Convention Committee 1985, have since considered the interim memorandum and have agreed to the proposals made therein by the Department of Railways, subject to retrospective adjustments after the final recommendations of the Committee are available in the course.

With these words, I commend the Resolution for the consideration of this House.

MR. SPEAKER : Resolution moved :

"That this House approves the recommendations made in paragraphs 10 to 13, 15 and 16 contained in the Third Report of the Railway Convention Committee, 1985, appointed to review the rate of dividend payable by the railway undertaking to General Revenues as well as other ancillary matters in connection with the railway finance and general finance, which was presented to Parliament on the 21st February, 1986."

MR. SPEAKER : Motion moved :

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1987, in respect of the heads of Demands entered in the second column thereof against Demands Nos. 1 to 16."

Demands for Grants (Railways), 1986-87 submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demands for Grants submitted to the vote of the House
(1)	(2)	(3)
		Rs.
1.	Railway Board	6,47,24,000
2.	Miscellaneous Expenditure (General)	40,81,52,000
3.	General Superintendence and Services on Railways	267,40,84,000
4.	Repairs and Maintenance of Permanent Way and Works	570,17,73,000
5.	Repairs and Maintenance of Motive Power	431,66,98,000
6.	Repairs and Maintenance of Carriages and Wagons	606,81,75,000
7.	Repairs and Maintenance of Plant and Equipment	323,82,98,000
8.	Operating Expenses—Rolling Stock and Equipment	490,30,15,000
9.	Operating Expenses—Traffic	549,91,59,000
10.	Operating Expenses—Fuel	1104,46,80,000
11.	Staff Welfare and Amenities	192,37,99,000
12.	Miscellaneous Working Expenses	295,45,45,000
13.	Provident Fund, Pension and Other Retirement Benefits	349,20,84,000
14.	Appropriation to Funds	1635,00,00,000
15.	Dividend to General Revenues, Repayment of loans taken from General Revenue and Amortization of Over-Capitalization	614,93,22,000
16.	Assets—Acquisition, Construction and Replacement Revenue	24,99,50,000
	Other Expenditure	5365,87,35,000

MR. SPEAKER : Motion moved :

“That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the consolidated Fund of India to

defray the charges that will come in course of payment during the year ending the 31st day of March, 1986, in respect of the heads of Demands entered in the second column thereof—Demands Nos. 1 and 3 to 16.”

Supplementary Demands for Grants (Railways) for 1985-86 Submitted to the Vote of Lok Sabha

No: of Demand	Name of Demand	Amount of Demands for Grants submitted to the Vote of the House
(1)	(2)	(3)
		Rs.
1.	Railway Board	38,99,000
3.	General Superintendence and Services on Railways	4,67,94,000
4.	Repairs and Maintenance of Permanent Way and Works	30,20,89,000
5.	Repairs and Maintenance of Motive Power	18,82,92,000
6.	Repairs and Maintenance of Carriages and Wagons	3,22,84,000
7.	Repairs and Maintenance of Plant and Equipment	26,82,23,000
8.	Operating Expenses—Rolling Stock and Equipment	3,67,87,000
9.	Operating Expenses—Traffic	15,97,68,000
10.	Operating Expenses—Fuel	58,16,09,000
11.	Staff Welfare and Amenities	8,32,42,000
12.	Miscellaneous Working Expenses	26,59,09,000
13.	Provident Fund, Pension and Other Retirement Benefits	68,57,89,000
14.	Appropriation to Funds	3,66,26,000
15.	Dividend to General Revenues, Repayment of loans taken from General Revenues and Amortization of Over Capitalization	17,51,92,000
26.	Assets—Acquisition, Construction and Replacement Other Expenditure	7,000

MR. SPEAKER : Motion moved :
“That the respective excess sums not exceeding the amounts shown in the column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to make

Good the excess on the respective grants during the year ended on the 31st day of March, 1984, in respect of the following Demands entered in the second column thereof — Demands Nos. 4, 9, 10 and 13.”

Demands for Excess Grants (Railways) for 1983-84 Submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand submitted to the Vote of the House
1	2	3
		Rs.
4.	Repairs and Maintenance of Permanent Way and Works	76,82,023
9.	Operating Expenses—Traffic	1,86,86,993
10.	Operating Expenses—Fuel	26,35,69,139
13.	Provident Fund, Pension and other Retirement Benefits	5,67,21,760

13.45 hrs.

[SHRI VAKKOM PURUSHOTHAMAN
in the Chair]

SHRI R.P. DAS (Krishnagar): Mr. Chairman, Sir, I would like to first point out two things. First, is the circular railway of Calcutta. The circular railway has now become a truncated railway in Calcutta because the entire portion had yet to be done but that could not be done for reasons beyond our thinking. In the last Session I had made some points and the Minister of State for Railways referred to one point concerning circular railways namely, that there are certain constraints for which the extension of the circular railway could not be taken up. He said that circular railway as approved by the Planning Commission for inclusion in 1984-85 budget and out of that only 10 km long section from Ultadanga to Prinsep Ghat has already been completed.

This section was also commissioned to traffic in 1985. It has now been proposed that the line be extended from Ultadanga Road to Dum Dum to connect with the existing suburban section so that substantial relief may be provided to the commuters. But there are some encroachments on that section and these have to be cleared. There are some problems in this respect and the Government is very much aware of it. After the partition, people came over from the other side of West Bengal and they have

been settled on this portion. These people have, therefore, to be shifted elsewhere. For doing that, some alternative arrangement has to be made. The State Government had approached the Central Government for funds so that these people could be shifted elsewhere. I would request the Minister to consider this proposal in all seriousness and some measures should be taken so that these people can be shifted elsewhere and the section freed of encroachments and the line extended upto Dum Dum.

Beyond Prinsep Ghat, on the southern side, this line has to be extended upto Majherhat railway station. Until and unless this section is completed upto Majherhat, the Calcutta circular railway would not be completed. The Minister says that there are other constraints. He further says the alignment that passes through the port area where elevated structure has to be provided for the line and this part of the work will therefore, involve high cost. There is no doubt about it, but all these constraints would have been discussed at the Planning Commission level. And since it has been approved by the Planning Commission, the elevated structure has to be provided and the line extended upto Majherhat so that the circular railway could be completed.

The Minister also says about some other constraints that is that the alignment adjacent to Prinsep Ghat has been occu-

[Shri R. P. Dass]

pied for construction of second Hooghly Bridge and the Bridge Commissioner has expressed his inability to allow passage through this area until the bridge is completed. This was the opinion of the Bridge Commissioner. Therefore, This portion can be left for the time being. In the meantime, the elevated structure can be taken through the port area. Now, in the meantime the second Hooghly Bridge is going to be completed and after that the left out portion could be taken up for Completion of the Circular Railway project.

We are of the opinion that the Calcutta circular railway should be completed as early as possible and the traffic problem in Calcutta solved to the extent possible.

Secondly, I would like to draw the attention of the railway Minister to the D.O. letter dated 27th February, 1985 that he wrote to the Chief Minister of West Bengal's letter regarding various railway projects in West Bengal. These were all about construction of a new BG-cum-MG line connecting New Jalpaiguri with Siliguri Junction via Rangapani to avoid traffic congestion and also of a railway line from Budge budge to Namkhana. This is a very old scheme. For this line also sanction was obtained from the Planning Commission. There was a clearance from the Planning Commission for work, but nobody knows as to why this has been abandoned.

The third one was regarding construction of a railway link Raniganj to Bankura via Mejia. The question of construction of this railway line has been raised many times in this House but of no avail.

This is a very big area. Mejia has a coal-field and a thermal power plant, which has been sanctioned by the Planning Commission, is to be erected at this place. The DVC has taken up this work very earnestly. Therefore, I request that the construction of this line should be taken up immediately. But the Hon'able Minister has stated in his reply to the state of West

Bengal that it would not be economically profitable.

The fourth project which I would like to refer do now is the modernisation of Bandel-Katwa section. This is one of the most important sections of West Bengal. This section is situated on the western side of the Ganga. Right from the 18th century, this area is one of the most advanced areas, so far as education and other economic aspects are concerned. People have to come to Calcutta daily from these areas for job and other purposes. As there are so many daily commuters, it requires immediate modernisation and it requires electric trains also. We are given to understand that some work has already been taken up for modernisation of this section. The section at Katwa is being reorganised for the last four years. People of the area are given to understand that the Government might take up the work of modernisation this year. So, the platform has been raised and some other constructions have also been made. The next important station is Nawadweep. Kalna is also in this section. That is why this portion is important, and many daily commuters have to travel from this part to Calcutta. Therefore a double line is a must. But the note says that it would not be possible to include the electrification of Bandel-Katwa Section in the work programme of the Railways. I do not understand why it is not possible. If you go into the requirements of the area and if you have any regard for people's need, you possibly have no alternative but to take up this project.

The fifth line is the Tamluk-Digha BG rail line. This also is one of the most important projects. I would like to point out one thing in this regard. The Union Minister replied to a letter of the Chief Minister of West Bengal, it would not be possible for the Government to take up this project. Our Chief Minister wrote back to the hon. Transport Minister, Shri Bansilal that the Railway Ministry in their letter dated of 6.4.84 had requested the State Government to take immediate steps for requisition of about 1380 acres of land

under the provisions of the West Bengal Land (Requisition and Acquisition) Act, 1984 for construction of Tamulu-Digha Broad Gauge railway line. At the instance of the Railway Minister, the work was almost completed by the State Government and the Railways have taken over a big portion of land in that area. Now the Union Government says that there is no justification for taking up this project. Why is there no justification, when the Central Government itself had written to the State Government to take up the work and when the State Government has actually taken up the work? The present Railway Minister has said that no on-going project would be abandoned. In this case it seems as though this line has been abandoned. Therefore, I would again request the Hon. Minister to consider the matter and see that the work is taken up as early as possible.

SHRI ANANDA PATHAK (Darjeeling :
 I beg to move :

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide improved sitting arrangements at Jalpaiguri station.] (1)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to replace the old track between New Jalpaiguri and Dalkhola.] (2)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a direct fast train from Jalpaiguri to New Delhi via New Jalpaiguri.] (3)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to introduce a superfast train

between Jalpaiguri and Sealdah via New Jalpaiguri.] (4)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to restore A.T. Mail and Vaishali Express Ex-Siliguri Jn. under Northeast Frontier Railway.] (5)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide a new rail line between Malda and Balurghat via Tapan and Hilli.] (6)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide a new rail line between Eklakhi (Malda) to Dalkhola via Itahar and Raigunj.] (7)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to allot reservation quota of some berths in Vivekananda Express to New Jalpaiguri station.] (8)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to raise the status of Jalpaiguri Road Station.] (9)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to modernise and provide all facilities to passengers at Jalpaiguri station.] (10)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide new tracks from New Jalpaiguri to Kishanganj.] (11)

[Shri Ananda Pathak]

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to fill up all vacancies in Railways through Employment Exchange.] (12)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to regularise the services of casual workers within a specified period.] (13)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to run Darjeeling Mail on time.] (14)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to modernise Tindharia Railway Workshop in Darjeeling District.] (15)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to modernise Darjeeling Himalayan Railway.] (16)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to restore crane transshipment works at Siliguri.] (17)

"That the Demand under the head 'Railway Board, be reduced by Rs. 100."

[Need to absorb crane transshipment handling workers at New Jalpaiguri.] (18)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to departmentalise catering in all long-distance trains under North-eastern Frontier Railway.] (19)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100.

[Need to reschedule the timing of Tinsukia Mail for the convenience of passengers getting down and boarding at New Jalpaiguri.] (20)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide more counters with adequate staff in the City Booking Office, Siliguri.] (21)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide adequate sitting and toilet arrangement in City Booking Office, Siliguri.] (22)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide terminal facility and shed at Haldibari for Cleaning and checking of daily Darjeeling Mail.] (23)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide better toilet facilities in Darjeeling Mail.] (24)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to improve existing 1st class coach and increasing the number of such coaches in Darjeeling Mail.] (25)

"That the demand under the Head 'Railway Board' be reduced by Rs. 100."

[Need to increase the number of 1st class coaches in all trains leaving New Jalpaiguri for Sealdah, Howrah and Delhi.] (26)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to relinquish unusable railway land at Siliguri for development work.] (27)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to check misuse of the vast chunks of railway land at Siliguri, Jalpaiguri and New Jalpaiguri.] (28)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to relinquish unusable railway land adjacent to Jalpaiguri station for the construction of a market-complex.] (29)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to relinquish a small portion of land at Kurseong for the construction of motor stand]. (30)

"That the Demand under the head 'Railways Board' be reduced by Rs. 100."

[Need to restore the passenger and goods trains on narrow gauge line in Darjeeling Hills]. (31)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to increase the reservation quota of Darjeeling Mail and other trains at Jalpaiguri and Haldibari stations]. (32)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to allot quota of reservation of berths in Darjeeling Mail, Assam Mail, Tinsukia Mail, Kamrup Express, Kunchanjunga Express to Mal station]. (33)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to restore the out agency N.F.R. at Kalimpong]. (34)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to restore enquiry-cum-reservation office at Siliguri junction station]. (35)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to restore Siliguri Town Goods Office]. (36)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to restore New Jalpaiguri-Haldibari Express]. (37)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to remove the obstructing rail gate near Siliguri Road station and divert the line from Rangapani]. (38)

SHRI V.S. KRISHNA IYER (Bangalore South) : I beg to move:

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to withdraw the hike in railway passenger fares in express and mail trains.] (39)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to provide sufficient funds for taking up electrification of Bangalore-Jolarpet line.] (40)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for conversion of Bangalore-Miraj and Bangalore-Salem meter gauge into broad gauge lines.] (41)

"That the demand under the head

[Shri V. S. Krishna Iyer]

'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to provide adequate funds for conversion of Mysore-Bangalore line into broad gauge line.] (42)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to provide adequate funds for laying a new railway line between Chitradurga and Roydurga.] (43)

'That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to check railway accidents.] (44)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to lay new railway lines between Hubli-Karwar and Kottur-Harihar.] (45)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to run Karnataka Express daily between Bangalore and Delhi] (46)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to connect Chamaraja Nagar and Mettupalayam by rail.] (47)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to take up the Konkan Railway from Mangalore Side connecting Mangalore and Udupi first.] (48)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to take up the construction of an underbridge near the Palace in Bangalore.] (49)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to improve catering arrangements in the trains.] (50)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to check ticketless travel in the trains.] (51)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to introduce one more Brindavan Express between Bangalore and Madras.] (52)

SHRI BAJU BAN RIYAN (Tripura East) : I beg to move :

"That the demand under the head 'Railway Board' be reduced by Re. 1.

[Failure to introduce direct train from Dharmanagar to Guwahati.] (53)

"That the demand under the head 'Railway Board' be reduced to Rs. 100.

[Need to re-introduce the Lalgola-Ranaghat local train to cope up with the morning as well as afternoon rush of the two districts of Nadia and Murshidabad.] (54)

"That the demand under the head 'Railway Board' be reduced to Rs. 100"

[Need to put the Bhagirathi Express at a more convenient time between 16:30

and 17.00 hrs. in the interest of the long distance passengers.] (55)

"That the demand under the head 'Railway Board' be reduced to Rs. 100."

[Need to introduce a fast passenger train between Farakka and Howrah.] (56)

"That the demand under the head 'Railway Board' be reduced to Rs. 100."

[Need to take suitable measures to stop selling of rail tickets by unauthorised persons at Kishanagar railway station under Sealdah division.] (57)

"That the demand under the head 'Railway Board' be reduced to Rs. 100."

[Need to repair the Krishanagar station approach road without delay] (58).

"That the demand under the head 'Railway Board' be reduced to Rs. 100."

[Need to provide more local trains between Barasat and Hasanabad section under Sealdah division] (59).

"That the demand under the Head 'Railway Board' be reduced to Rs. 100.

[Need to replace the old unserviceable carriage now put on run in the Barasat-Hasanabad section] (60).

"That the demand under the head 'Railway Board' be reduced to Rs. 100."

[Need to introduce more direct trains between Sealdah and Hasanabad]. (61)

"That the demand under the head 'Railway Board' be reduced to Rs. 100."

[Need to take the work of electrification from Barasat to Hasanabad.] (62)

"That the demand under the head 'Railway Board' be reduced to Rs. 100."

[Need to construct a double line upto Bangaon under Sealdah Section.] (63)

"That the demand under the head 'Assets, Acquisition, construction and replacement' be reduced to Re.1.

[Failure to take up the techno-economic survey of Agartala Safron sector with immediate effect.] (64)-

"That the demand under the head 'Assets, Acquisition, construction and replacement' be reduced to Re.1.

[Failure to expedite the on-going construction work from Dharmanagar to Kumarghat and get it done within the stipulated period.] (65).

"That the demand under the head 'Assets, Acquisition, construction and replacement' be reduced to Rs. 100.

[Need to expedite the techno-economic survey of Kumarighat Agartala sector.] (66.)

SHRI K. RAMACHANDRA REDDY
(Hindupur) : I beg to move :

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to meet the demand bearing the cost and maintenance of railway level crossing between Tanakal and Mulakala Cheruvu to go to villages of Bisavaripalli and others in Anantpur district in Andhra Pradesh.] (73)

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to provide a new railway station at Balasamudram between Tanakal and Mulakala Cheruvu.] (74)

"That the demand under the head 'Railway Board' be reduced by Re. 100."

[Sri K. Ramachandra Reddy]

Need for electrification of Kazipet-Sanatnagar railway line in Andhra Pradesh.] (75)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need for location of a loco-shed at Cherlapalli in Andhra Pradesh.] (76)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to clear the laying of Krishna Canal Guntur Tenali-Repalli line in Andhra Pradesh.] (77)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

Need to allot more funds for completing the new line from Adilabad to Pippalakutti in Andhra Pradesh in time.] (78)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to run a super fast express train between Waltier and New Delhi.] (79)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to run a link express train from Waltier to Kazipet to connect Andhra Pradesh Express.] (80)

"That the demand under the head 'Railway Board' be reduced by Rs. 100"

[Need to expedite the construction of new broad gauge line between Nadikudi and Gudur via Kalahasti.] (81)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the construction of new broad gauge line from Krishna to Vikarabad.] (82)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the construction of a new broad gauge line from Macheria to Raichoor via Gadwal.] (83)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite construction of a new broad gauge line from Nidubralu to Nizampatnam.] (84)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the conversion into broad gauge line between Pakala and Thimpathi.] (85)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the construction of a parallel broad gauge line from Pakala to Katpadi.] (86)

DR. SUDHIR ROY (Bardwan) . I beg to move :

"That the demand under the head 'Miscellaneous Expenditure' (General) be reduced by Rs. 100."

[Need for introduction of three more passenger trains daily on Bankura-Damodar line.] (87)

"That the demand under the head 'Miscellaneous Expenditure' (General) be reduced by Rs. 100."

[Need for introduction of four more passenger trains daily on Bardwan-Katwa line (Eastern Railway)] (88)

"That the demand under the Head 'Assets-Acquisition, construction and replacement' be reduced by Rs. 100."

[Need for construction of a fly-over on Liluah railway level crossing (Eastern Railway)] (89)

"That the demand under the head 'Assets, Acquisition, construction and replacement' be reduced by Rs. 100."

[Need to expedite the construction of a fly-over at Chhata Pathar, Asansol (E.R.) (90)

"That the demand under the head 'Asset, Acquisition, construction and replacement' be reduced by Rs. 100."

[Need for construction of a fly-over on the Kalna Road level crossing near Burdwan railway junction] (91)

"That the demand under the head Assets, Acquisition, construction and replacement' be reduced to Rs. 100."

[Need for conversion of Bankura-Dumodar railway line into broad gauge.] (92)

"That the demand under the head 'Assets, Acquisition, construction and replacement' be reduced by Rs. 100."

[Need for construction of a new railway station near Banka bridge between Burdwan and Gangpur (93)

"That the demand under the head 'Assets, Acquisition, construction and replacement' be reduced by Rs. 100."

[Need for conversion of the Burdwan-Katwa line into broad gauge.] (94)

SHRI K. RAMACHANDRA REDDY :
I beg to move :

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to construct a railway over-bridge at Dhronachalam in Kurnool district of Andhra Pradesh.] (95)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to construct a railway over-bridge at Kamalapuram in Cuddapah district of Andhra Pradesh.] (96)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to allot more funds for the railway bridge at Nidadavole in Andhra Pradesh.] (97)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to allot more funds for the construction of railway bridge at Kavalji in Nellore district of Andhra Pradesh.] (98)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to allot more funds for construction of railway bridge at Pendurthi in Andhra Pradesh.] (99)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to allot more funds for construction of broad gauge line between Manuguru and Bhadrachalam road.] (100)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100"

[Need to complete broad gauge line between Motamarri and Jaggayyapeta in Andhra Pradesh.] (101)

"That the Demand under the head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to locate a coach factory at Kazipet in Warangal district in Andhra Pradesh] (102)

"That the Demand under the head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to allot more funds for the loco-shed at Guntakal for expansion of its capacity to hold 150 diesel engines.] (103)

"That the Demand under the head 'Assets—Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Shri K. Ramachandra Reddy]

[Need to allot more funds for wheels reconditioning in the broad gauge loco-shed at Gooty in Andhra Pradesh.] (104)

"That the Demand under the head 'Assets—Acquisition' Construction and Replacement' be reduced by Rs. 100."

[Need to allot more funds for electrification of Gudur-Renigunta-Tirupati line.] (105)

"That the Demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to allot more funds for electrification of Kazipet-Secunderabad line in Andhra Pradesh.] (106)

"That the Demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to more funds for electrification of Waltair and Kirandul line in Andhra Pradesh.] (107)

"That the Demand under the head 'Assets-Acquisition, Consttuction and Replacement' be reduced by Rs. 100."

[Need to expedite the construction of second line (broad guage) between Bellampalli and Ballarsha.] (108)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to expedite the construction of a double line between Sirpur and Veerur in Andhra Pradesh.] (109)

"That the Demand under the head 'Assests-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to expedite construction of a double line between Renigunta and Guntakal.] (110)

"That the Demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to provide better amenities for passengers especially in-second class mail/express trains.] (111)

"That the Demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to provide better amenities for staff in the trains.] (112)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to run a link express from Tirupati to Secunderabad via Dharamavaram, Guntakal in order to connect A.P. Express going to Delhi.] (143)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to increase the frequency of Karnataka Express from twice to four times a week] (144)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to run an express train from Pakala to Guntakal to connect the train on B.G. line from Guntakal to Hyderabad via Wadi.] (145)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to construct a permanent railway station in place of the present temporary station on metre guage line at Anantpur in Andhra Pradesh.] (146)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the survey sanctioned by Railway Board for conversion into broad guage line between Parbahani and Purna.] (147)

"That the Demand under the head
'Railway Board' be reduced by Rs. 100."

[Need to expedite the survey sanctioned
by Railway Board for conversion Mudkhed
Adilabad line into broad gauge.] (148)

"That the Demand under the head
'Railway Board' be reduced by Rs. 100."

[Need to expedite the survey sanction-
ed by Railway Board for a parallel broad
gauge line from Mudkhed to Purna.]
(149)

"That the Demand under the head
'Railway Board' be reduced by Rs. 100."

[Need to expedite the survey sanctioned
by Railway Board for a new broad gauge
line from Adilabad to Pimpalkoti.] (150)

"That the Demand under the head
'Railway Board' be reduced by Rs. 100."

[Need to expedite the survey sanction-
ed by Railway Board for a parallel broad
gauge line from Kurnool to Secunderabad.]
(151)

"That the Demand under the head
'Railway Board' be reduced by Rs. 100."

[Need to take up survey sanctioned for
restoration of the railway line between
Kakinada and Kotipalli via Ramachandra-
puram.] (152)

"That the Demand under the head
'Railway Board' be reduced by Rs. 100."

[Need to take up survey for a new
broad gauge line from Madakasira to
Cuddapur via Hindpur and Kadiri.] (153)

"That the Demand under the head
'Miscellaneous Expenditure (General)' be
reduced by Rs. 100."

[Need to take up survey for a new
broad gauge line from Gooty to Drona-
chalam.] (154)

"That the Demand under the head
'Miscellaneous Expenditure (General)' be
reduced by Rs. 100."

[Need to take up survey for a parallel
broad gauge line between Pakala and
Dharmavaram.] (155)

"That the Demand under the head
'Miscellaneous Expenditure (General)' be
reduced by Rs. 100."

[Need for survey of a new broad gauge
line to connect west and east Mangalore to
Nellore.] (156)

"That the Demand under the head
'Miscellaneous Expenditure (General)' be
reduced by Rs. 100."

[Need to take up survey for a broad
gauge line from Madakasira to Rayadurg.]
(157)

"That the Demand under the head
'Assets-Acquisition, and Replacement' be
reduced by Rs. 100."

[Need for conversion of the metre
gauge line into broad gauge line between
Rayadurg and Bellary.] (158)

"That the Demand under the head
'Assets-Acquisition and Replacement' be
reduced by Rs. 100."

[Need to provide A.C. II class sleeper
and A.C. Chair Car in Venkatadari Express
between Secunderabad and Tirupati.]
(159)

"That the Demand under the head
'Assets-Acquisition and Replacement' be
reduced by Rs. 100."

[Need to extend the Tungabhadra Ex-
press running between Kurnool and Hyde-
rabad to Guntakal.] (160)

SHRI GADADHAR SAHA (Bribhum) :
I beg to move :—

[Shri Gadadhar Saha]

"That the Demand under the head 'Miscellaneous Expenditure (General)' be reduced to Re. 1."

[Failure to nationalise Ahmedpur—Katwa line on Eastern Railway-owned by a private Company.] (164)

"That the Demand under the head 'Assessments-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failure to convert Ahmedpur-Katwa and Burdwan-Katwa line of Eastern Railway into broad gauge lines.] (170)

SHRI K. RAMACHANDRA REDDY :
I beg to move :

"That the Demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to fill up vacant posts and to regularise the services of the temporary employees.] (198)

"That the Demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to take up any construction of railway line in Andhra Pradesh which is a link state between the South and North.] (199)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to electrification of VIJYA-WADA-BALHARSHA line in South Central Railways.] (200)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to change the name of Waltair Railway station as Vishakhapatnam.] (201)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the survey for the railway line between Nizamabad and Ramagundam (via Jagtial).] (202)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the survey for conversion of Guntur and Dronachalam line into broad gauge line.] (203)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the survey for construction of new broad gauge line between Nandyala and Yerraguntla.] (204)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to expedite the survey for separate parallel broad gauge line from Kurnool to Guntakal via Dronachalam.] (205)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to run an express train between Hyderabad and Bombay.] (206)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to run an express train between Secunderabad and NARASAPUR in Andhra Pradesh.] (207)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to dieselise the AMARAVATI Express between Guntur and Guntakal in Andhra Pradesh.] (208)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to run a local train between Secunderabad and Hyderabad for the convenience of Government employees and industrial workers.] (209)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to avoid delay in starting a circular railway line in Metropolitan city of Hyderabad.] (210)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to include Hyderabad circular railway line in the Seventh Five Year Plan.] (211)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to take up execution of the line from Patancheru to Peddapalli.] (212)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to expedite the construction of railway line between Bihinagar and Nadi-kudi in Andhra Pradesh.] (213)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for conversion of meter gauge into broad gauge line from Guntur to Machherla in Andhra Pradesh.] (214)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for construction of a broad gauge line from TELAPUR to PATANCHERU in Andhra Pradesh.] (215)

"That the Demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for the doubling of Hyderabad (Nampalli)- TELAPUR line in Andhra Pradesh.] (216)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for doubling of Kazipet-Secunderabad line in Andhra Pradesh.] (217)

SHRI HANNAN MOLLAH ; I beg to move :

"That the Demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to change the policy on freight equalisation by the Railways.] (226)

"That the Demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to extend railway line to Tripura in the N.E. Region.] (227)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide booking facilities for betel leaves in the long distance trains at Uluberia, Bagnan, Mecheda on S.E. Railway.] (234)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide booking facilities for betel leaves in the long distance trains at Serampore in the Eastern Railway.] (235)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide licence to unregistered hawkers on the South Eastern and Eastern Railways.] (236)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to stop police repression on the hawkers on the South Eastern and Eastern Railways.] (237)

[Shri Hannan Mollah]

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to arrange beter booking facilities for betel baskets at Howrah, Mecheda, Kharagpur, Sealdah and Begampur station.] (238)

"That the Demand under the head 'Railway Board' be reduced by Rs. 100."

Need to provide concessional freight rates for the booking betel leaves baskets in the long distance trains.] (239)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct a road between Chakeri and Chengali stations on the Kharagpur Division.] (240)

"That the demand under the head Assets-Acquisition, Construction and Replacement be reduced by Rs. 100."

[Need to construct the extension of the over-bridge at Bauria Station on Kharagpur Division.] (241)

"That the Demand under the head 'Assets-Acquisition, Costruction and Replacement' be reduced by Rs. 100."

[Need to construct a flag station at Chakeri on the Kharagpur Division.] (242)

"That the demand under the head 'Assets-Acquisition, Construc tion and Replacement' be reduced by Rs. 100."

[Need to construct railway line in Tripura.] (243)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to complete the construction of Howrah-Amta B.G. line on Eastern Railway.] (244)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct the Howrah Shia-khale B.G. line on the Eastern Railway.] (245)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct the new railway yard at Abada in the South Eastern Railway.] (246)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to complete the construction of circular rail at Calcutta.] (247)

"That the Demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to complete the construction of Barasat-Bongaon double line on the Eastern Railway.] (248)

"That the demand under the head 'Assests-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to construct the Tamluk-Digha-Railway link line on the South Eastern Section.] (249)

SHRIMATI BIBHA GHOSH GOSWAMI (Nabadwip) : I beg to move :

"That the demand under the head 'Assets-Acquisition, Construction and Replacement be reduced to Re. 1."

[Failure to replace old EMU engines which are creating dislocation and causing number of accidents in the Sealdah division.] (274)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failure to maintain properly the EMU coaches in the Sealdah Division thereby depriving the commuters of their minimal amenities.] (275)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failure to electrify Ranaghat-Gede section under Sealdah Division and to order a Fresh survey.] (276)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failure to construct a Cantilever footpath on Churni bridge near Kalinarayanpur Jn. Sealdah-Lalgola section.] (277)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failure to construct Krishnagar-Karimpur line.] (278)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced to Re. 1."

[Failure to convert Ranaghat-Lalgola line into double-line.] (279)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to complete double line from Ranaghat to Kalinarayanpur bridge with signal at the bridge head to ease bottleneck at Ranaghat.] (280)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for a shed, a tubewell, a lavatory and urinals at platform No. 2 at Badkulla station in Sealdah Division.] (281)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for an overheadwater-tank to serve both the waiting rooms for first and second classes at Badkulla railway station.] (282)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to provide for a level crossing near Bogula station at the point of crossing towards Purbapara High School.] (283)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for allocation of space on railway land at Chakdah railway station for rickshaw stand.] (284)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need for extension of Badkulla station to provide more space for persons to sit.] (285)

"That the demand under the head 'Railway Board' be reduced to Re. 1."

[Failure to construct a foot over-bridge on the railway line to connect Shradanand Marg (opposite Lahori Gate Police Station) and Government Higher Secondary School, Qu'ab Road, Delhi, for the convenience of school going children.] (346)

[Shrimati Bibha Ghosh Goswami]

"That the Demand under the head
'Railway Board' be reduced to Re. 1."

[Failure to construct an over-bridge at
New Delhi Railway station for connecting
platform Nos. 1 and 10 towards Sadar
Bazar, for the benefit of passengers.] (347)

"That the demand under the head
'Railway Board' be reduced to Re. 1."

[Failure to electrify Delhi-Rohtak
railway line in Northern Railway.] (348)

"That the demand under the head
'Railway Board' be reduced to Re. 1."

[Failure to provide more shuttle trains
between Nizamuddin and Rohtak to cope
up with the rush during peak hours.] (349)

"That the demand under the head
'Railway Board' be reduced by Rs. 100."

[Need to provide stoppage of all
passenger trains at Sadar Bazar station in
Delhi Division.] (350)

"That the demand under the head
'Railway Board' be reduced by Rs. 100."

[Need to construct a new railway line
between Bahadurgarh and Rewari via
Jhajjar in Northern Railway.] (351)

"That the demand under the head
'Railway Board' be reduced by Rs. 100."

[Need to provide a halt station between
Jaunpur and Mihrwan railway station.]
(352)

"That the demand under the head
'Railway Board' be reduced by Rs. 100."

[Need to electrify railway line between
Delhi and Panipat.] (353)

"That the demand under the head
'Railway Board' be reduced by Rs. 100."

[Need to provide stoppage at Bhiwani
Express at Sampla in Northern Railway.]
(354)

"That the demand under the head
'Railway Board' be reduced by Rs. 100."

[Need to shift goods shed located
between Sadar Bazar station and New
Delhi railway station to Shakur Basti to
avoid congestion niroad traffic near Lahori
Gate and Ajmeri Gate.] (355)

"That the Demand under the head
'Railway Board' be reduced to Re. 1."

[Failure to provide a halt station at
'BATENA' on the Ranaghat Shantipur line
of Eastern Railway.] (368)

"That the demand under the head
'Railway Board' be reduced to Re. 1."

[Failure to provide more trains for the
Ranaghat—Gede Section.] (369)

"That the demand under the head
'Assets-Acquisition, Construction and
Replacement' be reduced to Re. 1."

[Failure to double the line from Rana-
ghat to Krishanagar as first phase of
doubling the Ranaghat-Lalgola line.] (376)

"That the demand under the head
'Assets-Acquisition, Construction and
Replacement' be reduced to Re. 1."

[Failure to provide for a shed at
Krishnagar city station to make that station
the engine-changing station of all Up and
Dn Lalgola trains thus easing out the pres-
sure on Ranaghat.] (377)

SHRI SAIFUDDIN CHOWDHARY
(Katwa) : I beg to move :

"That the demand under the head
'Assets-Acquisition, Construction and
Replacement' be reduced by Rs. 100."

[Need to construct a double line in the Bandel-Katwa section to Eastern Railway.] (301)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to electrify the Bandel-Katwa section of Eastern Railway.] (302)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to improve the service of A.K. and B.K. Railways on the Eastern Railway.] (303)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to expedite the construction of Metro Railways, Calcutta.] (304)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to introduce new EMU trains to and from Memari Howrah on the Eastern Railway.] (305)

"That the demand under the head 'Assets-Acquisition, Construction and Replacement' be reduced by Rs. 100."

[Need to introduce more trains on the Howrah-Bardwan main line.] (306)

SHRI DINESH GOSWAMI (Guwahati):
I beg to move :

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide additional coaches in the 2 KPNG passenger to cope with the heavy rush from Sonapat to New Delhi.] (370)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to curb malpractices of Railway staff at Subzi Mardi Station Delhi who allow unauthorised loading in trains.] (371)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to construct a fly-over at Railway crossing opposite Hindu College at Sonapat.] (372)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to provide better coaches and other amenities in the Tinsukia and Assam Mail and others trains of N.E. region.] (373)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Failure to allocate the required funds for the construction of Pancharatna-Jogighopa bridge and the rail line to Guwahati.] (374)

"That the demand under the head 'Railway Board' be reduced by Rs. 100."

[Need to divert the broad gauge line outside Guwahati.] (375)

MR. CHAIRMAN : These cut motions are before the House.

SHRI MAHABIR PRASAD YADAV (Madhepura) : Mr. Chairman, I don't like to dwell upon so many things. I support the demand, but I have to make certain suggestions to the hon. Minister for the convenience of the public. I don't want to complain or criticise or set aside or condemn, but I have to bring certain facts to the kind notice of the Minister which is very inconvenient to the public at large. One case of fraud, I want to bring to the notice of the hon. Minister, that is in Bihar, one train 45 Up and 46 Down, running from Dhanapur-Katihar is called Capital Express. Sir, Express Railway fare

[Shri Mahabir Prasad Yadav]

is charged, but that train is running from Dhanapur to Barauni Junction as passenger train. Never on the earth, it has been called so, but in Bihar, this is being done. The hon. Minister will appreciate that there was one train called Samasthipur-Dhanapur Express. I wrote a letter to the State Railway Minister in this regard and officers below gave him a wrong representation of facts there. They said that they have got only 12 halts. I say Sir, formerly this Dhanapur-Samasthipur Express had got eight halts, whereas this Express train now diverted to Kathihar has gone upto Barauni, 17 halts. Even in small stations, there are stoppages. I would request you to look into this matter. You will appreciate the distance of only about 200 kms. is covered within the time limit of 12 hours. You can well realise the fate of those passengers who are running from the Capital city to the eight districts of that area.

Second point that I would like to bring to the notice of the hon. Minister is that there is a train called Janaki Express which is running from Kathihar to Jogbani touching Nepal Border on two points. This train covers eight districts. In North-Eastern Frontier Railway from Kathihar to Jogbani, one passenger train is hauled by diesel engine. We appealed to the General Manager to provide a diesel engine to this train. This is only one important train—the Janaki Express. This Janaki Express cover Kathihar, Purnia, Saharsa, Kagrira, Beguserai, Samsthipur, Dharbanga and Madhubani. In the Zonal Meeting, I raised this point to provide this train with diesel engine. But no action has been taken so far. This is very important because the passengers travelling by this train have to undergo the ordeals or journey because of the old engines.

14.00 hrs.

Sometimes there is a delay of 12 hours in hauling these trains. I will request the hon. Minister to look into this also.

You may not give us any new line. I

appreciate your difficulty; you have the constraint of funds. You may not give us funds, but I request you at least to restore the Phaptiahi—Nirmalli line. You will appreciate that the Saharsa district is divided by the Kosi river; and only a distance of about 10 Kms. is to be covered by the restoration of the old Phaptiahi-Nirmalli line.

I appreciate your constraint for funds; but you can appreciate the difficulties of the passengers and the public living on that side of the river for coming to this side of the river. The students living in the eastern part under the jurisdiction of the L.N. Mishra University at Dharbanga have to cover about 200 Kms. for going to the headquarters of the University. So, I would request you to see that funds are made available for the restoration on this very important line. Thereby you will do a great Service to the public.

Last but not least, you will appreciate that these days, we are entitled to travel by First Class; but I request you to go once to that part of Bihar. I think the coaches of B.N. Railway are there. There, sometimes the engine fails, and sometimes the coaches have one difficulty or the other. In the name of God, I request you to travel once there and see the difficulties of passengers. Sometimes the whole train is without light.

You have given me a reply through a letter that the Janaki Express has a generator. You are perfectly right. But I refer to the other trains. Please go once to that side and see the ordeal of the public, when they have to travel.

Lastly, I have to say that in that area, the zone of the North Eastern Railway has its headquarters at Samastipur. The Railway management in the Samastipur division is in a very bad shape. The Railways should maintain the time schedule. You will appreciate that sometimes the train is delayed by 12 hours or even 14 hours. Normally, the engine should take between 20 and 30 minutes for getting

changed at Saharsa railway station, but actually it takes $1\frac{1}{2}$ hours.

I have requested the Railway Board and the Minister of State for Railways during the Zonal meeting, that a stoppage should be given at Murliganj for the 15-Up and 15-Down trains. These trains are running between Banaras and Guwahati, and they have got a stoppage at Narhan and Salouna. These are neither block capitals nor business centres.

These two stations are having their stoppages of this train. I requested the Railway Minister of State and also the Chairman of the Railway Board in the zonal meeting that Murli Ganj Station is not getting a stoppage; it is blocked; it is a railway head of four blocks; it is the official headquarters of Kosi Project; it is a big business centre. You can verify it. In spite of the fact that I have written letters times without number, to the railway authority, nothing has been done.

[Translation]

SHRI DILEEP SINGH BHURIA (Jhabua) : Mr. Chairman, Sir, I rise to support these Demands for Grants. The Railways are smoothly working in our country and particularly the Railway Minister has done a good job at many places in this regard. The foodgrains are being transported at a fast speed. I would like to draw the attention of the hon. Minister to a few more points. The railway line between Delhi—Bombay via Ratlam is very old. The number of trains which used to ply on this route about 10 years back remains the same. The load on these trains has risen so much that there is no place to sit in the trains. People even travel on the roofs. I would like to ask that even when there is so much traffic in trains like Rajdhani, Sarvodaya and Jammu Tawi Express, why are they not run daily? The Railways is a commercial department and, therefore, it should run trains on profitable routes. All the super-fast trains to Bombay like Rajdhani, Sarvodaya, Jammu Tawi should be run daily via

Ratlam. I do not know whether the electrification of this route will be completed by the end of Seventh Plan. The sections between Bombay—Ratlam and Delhi—Gangapur City should not remain unelectrified. This route should be immediately electrified. The Rajdhani Express takes 17 to 18 hours between Delhi and Bombay even today. There are trains in Japan which run at a speed of 300 kms per hour. Such things should be experimented in our country and introduced immediately. At least the Delhi—Bombay journey should not take more than 10 to 12 hrs. It should be immediately electrified.

Now I would like to draw your attention to Madhya Pradesh which is backward in the matter of railways and there are many such places which are not linked by railway lines. Madhya Pradesh is rich in mineral wealth. It is in the grip of serious drought today. Lakhs of workers are working there. Special attention should be paid to Madhya Pradesh as the State Government is ready to give land and cement or wooden sleepers. The Government has decided not to construct any new railway line during the Seventh Plan. But in the interest of country's development and with a view to providing more facilities to the people, more attention needs to be paid to it. Why is the Government not interested in constructing new railway lines in such areas? I am saying this, particularly, in connection with tribal areas, which are most backward and are frequented by droughts for the last 15 years. The survey of Indore—Damoh railway line; which covers most of the Adivasi areas in Madhya Pradesh and Gujarat has been completed. Similarly, the survey of Banskwada—Ratlam railway line which covers a large Adivasi area has also been completed. Why does the Government not take any initiative in constructing these railway lines.

My second submission relates to the railway level-crossing most of which are manned during the day, but there is none to man them during the night. As a result of this, bullock-carts, camel-carts and

[Shri Dileep Sing Bhuria]

patients have to wait for hours together for the level crossing to open. On the one hand, we boast of our programme of entering the 21st Century and with this view the country is making fast progress also but on the other hand the railway crossings remain still unmanned. I would like to bring to the notice of the hon. Minister that in spite of my repeated written requests to man the Semlaya level-crossing in my area on Rajlam—Ajmer railway line, nothing has been done in this regard and it is causing much inconvenience to the passers by. I would like the Government to conduct a survey of all such unmanned level crossings and appoint persons to man them during the nights as well.

Thirdly, I would say a few words about railway security. Most of the thefts in railways are due to internal disputes in the police force. The RPF says that a particular matter does not fall within the jurisdiction while the State police also disowns it. They postpone the matter by shifting the responsibility on each other and at times thefts are committed at their behest, in a bid to malign the other police force. I feel that as the Railway is a Government owned department why is not only one force, i.e., the Railway Protection Force entrusted with this responsibility? There are many complexities in entrusting the responsibility of security to the State Governments. If there is only one force it will be solely responsible for all thefts. The incidence of chain-pulling also causes great inconvenience to the passengers and nobody is able to identify the real defaulter. This creates problems in smooth running of the trains. I urge the hon. Minister to enact a small piece of legislation in order to deal firmly with those who deliberately indulge in chain-pulling.

I belong to Western Madhya Pradesh where a fast train runs between Baroda and Bhopal. Though good catering facilities have been provided in fast passenger trains and their speed has also been increased yet the condition of our local

trains is deplorable. There is no water supply in the coaches and no sanitary staff to ensure cleanliness and the compartments are as dirty as slaughter houses. Although many facilities have been provided in fast trains but the plight of the poor who generally travel once or twice a year in the local trains is pitiable. The local train takes 12 to 14 hours in covering a distance of 200 to 300 kms. I like travelling to Delhi but avoid train journey to Bhopal. As the telecommunication Department speaks of hot line between all State Capitals, similarly the Railways should at least link all the State Capitals so that the people travel during the night, arrive in the morning and return back in the evening. If an arrangement to this effect is made in the local trains, it will be convenient for the passengers to travel in them. The poor and the workers travelling in local trains should also be given facilities.

There is high incidence of chain-pulling in the trains running between Mathura and Delhi; whether it is Rajdhani, Delux, Frontier or G.T. Express. Even educated people carrying brief cases indulge in chain-pulling. Nobody knows whether they are railway officials or not. If they are outsiders, they are apprehended but if they are railway officials, they go scot free. We doubt that most of them are insiders, i.e., railway officials. All the above-mentioned trains are superfast trains, but in spite of that, they are stopped between Nizamuddin and New Delhi stations and they will not move until all of these officials have disembarked. If laws are not followed in the capital, where the Railway Board, the Railway force and even the Railway Minister are stationed, how can the Government attempt at enforcing the law elsewhere?

If these laws have to be enforced let a beginning be made in Delhi where a large number of ticketless travellers are apprehended in spite of the facilities and concessional passes that have been issued to them. The people misuse them. It has been often observed that Second class pass-

holders travel in I class or ACC. This should be checked. It brings a bad name to Railways. I, therefore, urge the hon. Minister to look into this matter and do something in this regard.

You have taken a decision to set up division headquarters in the state capitals and according to my information you are setting up one each in Bhopal and Ahmedabad also. I have nothing to say about this decision but if Ratlam Division Headquarter of Western Railway is wound up and in turn set up in Bhopal, it will serve no purpose. If you have to set up a division at Bhopal, part of the Central Railway should be brought under it and not any part of the Western Railway. Ratlam division is functioning very well. Western Railway is best among all the railways today. I would like to praise its working, punctuality, cleanliness etc. Kindly don't wind up this Division. If Bhopal division has to be set up, allot it to the Central Railway and if Ahmedabad division is to be set up it may be allotted to some other railway, but those divisions which are working very well, should not be wound up.

Regarding your employees' unions, as I have said earlier also, their elections should be held every three years. We work for the public and after every five years, we go to the public to get fresh mandate. But these employees' leaders of either side have connived regarding membership of the unions and it is not known what is their actual membership. A sort of rocket has come up and, therefore, you have to pay attention towards it. Whatever irregularities are prevailing in Railway today, the unions are responsible for them. Until unions are disbanded, Railways cannot function properly. You must make laws to ensure only one union in one Institution. There must be elections for the managing committee and only the elected office bearers should function. You should make rules and regulations to this effect. The Railways are serving lakhs of people daily. Our Railways should work properly as they are the sinews of the country's progress.

Efficient railway system is the fountain-head of inspiration for the people. This happened during the emergency when our Railways were so punctual that people used to correct their watches according to the arrival and departure of trains.

You should run the trains properly and punctuality should be maintained. Full care should be taken so that people may not face any difficulty. If working of our Railway is improved, we shall be able to reach the 21st century with confidence. Along with punctuality in railways, our country will move towards progress.

With these words, I thank you and the Minister.

SHRI V. TULSIRAM (Nagarkurnool) : Mr. Chairman, Sir, in my Nagarkurnool Parliamentary Constituency, there is a Shadnagar station in Mahaboobnagar. The people of that place had requested me to ensure that the Venkatadri Express stopped there and in this regard I had written to the hon. Minister and General Manager of the Railway Board. As this place is a big business centre, there must be a stoppage of Express trains. Between Nandigaon and Shahnagar village, a new station has been constructed. In this regard, I contacted the officials concerned who asked for *shramdan* (Voluntary Labour) and people did come forward for this purpose. Now the station is almost complete and if any work still remains that should be completed immediately and the station inaugurated.

I had invited the hon. Minister to lay the foundation stone of new Railway line from Marchala to Raichur via Nagarkurnool in my constituency. In reply to that letter, the hon. Minister had informed that a survey had been conducted for 260 kms and the rest of area is being surveyed. Whenever I go there, I don't come across any survey work. Even then, it is good, if a survey is going on and I request that it may be completed expeditiously and work of laying the track taken in hand.

[Shri V. Tulsiram]

At present, there is only one train, i.e., Andhra Pradesh Express, for Hyderabad which is very fast. As Pink City Express for Jaipur and Taj Express for Taj Mahal have been started, similarly Char Minar Express may be started for Hyderabad because Char Minar is a place which attracts foreign tourists.

In my constituency, Shadnagar and Jadcharla are big commercial centres. I had written to the hon. Minister and the issue was also raised in Consultative Committee that there should be a stoppage of Tungabhadra Express at these places. I most humbly request the hon. Minister to accede to the request and provide a stoppage of Express trains there.

When a commonman goes to the station for a ticket, he is generally told that tickets are not available. Sometime the officials do not supply tickets for waiting list even while just in front of the stations many agents are running their offices; one has to go there, pay money and get the tickets. Seats or berths are available there. One who goes to the station for ticket, has to hear a negative reply while on the other hand one who goes to these agents gets the ticket immediately. Is it possible for a salaried class person to pay for the cost of the ticket and also commission of these agents. Even here in New Delhi, these agents are running their offices in front of Railway Station. I think, the hon. Minister should pay particular attention towards such things. Similarly in trains also, berth is made available on the payment of rupees twenty, thirty or forty. And poor people are not even allowed to sit near toilet and are forced to get down from the compartment on the next station for the reason that they don't have reservation. As I have said earlier, our hon. Minister is the most experienced person and he should pay more attention towards it.

As one of our friends from the other side also pointed out, there are many cases of theft in the running trains.

Passengers, generally travel with their luggage which is stolen in the trains. Not only luggage but railway property is also stolen. Most of railway property is pilfered. Many times, luggage of even our M.P.s is stolen. One M.P. went to the toilet and his box was stolen, while the brief case of one M.P. was taken away, when he was asleep, by a person who escaped through an opening at the place where the two compartments are joined and climbed up to the roof. Police personnel move from one place to another but are unable to do anything. One M.P.'s gold ornaments were stolen. He belongs to the party. He had sent a complaint to the hon. Minister, but nothing has come out so far. The hon. Minister should pay special attention towards this. Here we raise many points and you listen to them also, but nothing tangible comes out. Therefore, the hon. Minister should take some interest in it and ask his officers to take action in the matter. You would say that ours is a very large country running very large number of trains and few incidents of theft might take place. But it is not so. If the officers remain vigilant, and the officers, who have been kept for this job, work honestly, such incidents could be checked. The hon. Minister should pay attention towards this.

I have said earlier also that Jadcharla is a big business centre, but there is provision of three berths only at this station. As it is very big business centre, the people have demanded that at least 10 berths should be earmarked for that station.

There is a level-crossing just near the Jadcharla Railway station. This level-crossing remains closed for hours together and people have to wait for many hours to cross the railway lines. People have to face a lot of difficulties in crossing the lines. I had written to you that an over-bridge should be constructed there. Similarly, people have to face difficulties at many places in Hyderabad city. Local trains run in Hyderabad city. People have to cross railway lines at many places and people are stranded at level crossings for

hours together. If a pregnant woman is going to the maternity hospital, she would not be able to reach the maternity hospital in time as the level-crossing might be closed. If the level crossing is not opened in time, that lady might be in serious trouble. There are many places there where local trains run and the gates remain closed for many hours. You should construct overbridges at such places. This is what I want to submit to you about level-crossings.

There was a proposal to set up a coach factory at Kazipet in Andhra Pradesh. A lot of work was undertaken there, but later on the work for the setting up of factory was stopped. I do not say that coach factory may not be set up in Punjab. I do not want to say anything regarding the condition in Punjab and about your efforts to create a congenial atmosphere there. I do not object about the setting up of factory in Punjab, but I want to know as to why coach factory which was scheduled to be set up in our State is being shifted? You may set up a coach factory in Punjab, but why is the factory proposed to set up in Andhra Pradesh being shifted to Punjab. If you want to set up a factory in Punjab, you may do so, but another factory might be set up in Andhra Pradesh. I would like to request Shri Bansi Lalji to set up a factory in Andhra Pradesh. Why should you have a feeling of hatred against Andhra Pradesh? We are one with you on many points. We are supporting all your good programmes. You should do something for the State. At least some project should be sanctioned for the State so that people of the state could feel that the persons at the Centre are not doing injustice to the State. They could have a feeling that the Centre is doing justice to Andhra Pradesh. The people could feel that the Centre is doing justice to every State and every region. With a view to create such an impression, the Railways should set up a factory there. Then people would think that Centre is not doing injustice to them. I am confident that you would consider this point,

I would like to submit to Shri Bansi Lalji most humbly that if he goes through the record, he would find that after independence not even a single railway line or railway project has been constructed in Andhra Pradesh. Narikudi—Vivinar railway line is also lying incomplete. It is said that there are no funds for its construction. Ours is a large country and yours is a very large department, but your department has not given any project to Andhra Pradesh despite 36 or 37 years of independence. Even one railway line which was sanctioned is lying incomplete. Our hon. Minister is very experienced person and he is very intelligent. Whenever we submit something to him, he keeps that in his mind but every time he says that there are no funds for it. I would like to submit that he should get this line completed.

These are three or four points which I wanted to put before you. You may raise the funds from whatever sources you like but some project should be sanctioned for Andhra Pradesh.

[English]

SHRI SRIBALLAV PANIGRAHI (Deogarh) : Sir, I rise to support the Railway Demands for Grants in respect of 1986-87 Budget and also the Supplementary Budget brought forward or presented by the hon. Transport Minister.

When the Railway Ministry lost its identity as a separate Ministry having been a part of the Transport Ministry, there was an apprehension in several quarters that probably henceforward, there will be no separate Railway Budget. But that fear is removed when Shri Bansi Lalji presented as in the past a separate Railway Budget this time also.

We should have a separate Budget for Railways because of the major role or key role it plays in our national economy, the importance it does command and, therefore, it is a happy thing that although it has become a part of the Transport Ministry,

[Shri Sriballav Panigrahi]

try, we have a separate Budget before us this year also.

I congratulate the Transport Minister for having brought or presented such a good and balanced Railway Budget this time. I congratulate him for two reasons : first that last year's performance in different fields in the functioning of the railways has been very good and satisfactory, by and large.

Secondly, the Budget that has been presented is also a good one without much tax proposals. There are some proposals but the burden is not mainly on the poor passengers travelling in ordinary passenger trains and, therefore, with good performance of the outgoing year, which is a good year, it has been presented now for the coming year. We can hopefully and reasonably look forward to good working and some heartening in the railway functioning in the coming year.

The gross income during the current year has been Rs. 6,890 crores and the ordinary working expenses are Rs. 4,700 crores. Thus the surplus is Rs. 2,119 crores. As far as depreciation reserve fund is concerned, the amount has been raised from Rs. 920 crores to Rs. 1,250 crores and in the pension side also, it has been raised from Rs. 260 crores to Rs. 280 crores and the dividend to general revenue, from Rs. 512 crores in the outgoing year to Rs. 519 crores in the present Budget and to development fund also from Rs. 63 crores to Rs. 69 crores.

The concession to students and youth was another good feature and that is also continuing. This year the planned outlay is increased to Rs. 2,050 crores and out of this, about 70% that is Rs. 1,370 crores would be coming from the railways' own resources.

It is gratifying that 70% of the the plan outlay is coming from the internal resources. With all these things, it is a very good Budget.

Therefore, the Ministry has to be commended and congratulated for this. But I do not understand in such background also why there is so much opposition to this budget from the Members sitting on the other side of the House. It appears such opposition is pre planned. Without looking at different good aspects of the budget, I can now say—that some hon. Opposition Members probably had already made some rehearsal and had done some homework about what comments they would give to the press after the budget is presented, without looking at it. It is evident from this simple fact that some members say that this Budget is pro-rich and anti-poor. I do not understand simply what is the logic to call this budget pro-rich and anti-poor. The rich people travel by first class and AC and in their case there is an increase of 12.5%. But in the other case there is no such increase for ordinary passengers travelling in passenger trains and only about Rs. 5 or so has been increased per hundred in case of long distance mail and express trains. Still they call it pro-rich and anti-poor. Just for opposition sake they should not oppose the budget.

I now come to some problems facing my own constituency and State. Railways, as I said, is the lifeline of our country and it plays a very important role in our economy. It is the biggest public undertaking of our country where public undertakings also are given and play an increasingly important role. At the same time this is the second largest railway in the world and naturally the health of such an organisation has to be good and has to be ideal. That way we should view it. Last year good work was done. But it does not mean that there is no scope for improvement. In fact, there is a lot of scope for improvement in different fields in running of trains punctually further and particularly in the South Eastern Railway I find a number of trains running quite late. Utkal Express, Kalinga Express, Neelachal Express—all these trains are daily late. The hon. Minister said during the last budget that cleanliness will be given more

attention but that is not so in some of the trains running on the South Eastern Railway. Then crimes are also on the increase. I feel there should be greater co-ordination between the RPF and the GRP to ensure the safety, security of the passengers and also the trains—the railway property, trains and passengers, all the three.

Again with regard to wagons there is shortage of wagons particularly for small traders. Rake supply is being given preference over piece-meal wagon supply. Therefore, it is going to the advantage of big merchants and it goes against the interests of small merchants. It should be ensured that small merchants are also not put to difficulties on this account.

Orissa occupies the 13th position as per Statewise route km, 13th position populationwise and 15th position as per area-wise in the railway map of the country. Orissa is quite rich in minerals. It has abundant natural resources which need to be handled and exploited for the general economic development of the country and also for development of Orissa. That State is quite neglected. We have very reason to feel neglected from the railway point of view. Therefore, utmost consideration should be given to the development of railways in Orissa.

Pointedly I will come to some problems. There were two projects—in respect of one, of which foundationstone was laid and in respect of the other inauguration was done by our present hon. Prime Minister, Rajivji. That was on 13th September 1984 at Sambalpur.

They were Sambalpur-Talcher Railway-line and Sambalpur Division. I was present in that function and hon. Shri Gani Khan Chaudhury was the then Minister in charge of Railways. While inaugurating the new Division and laying this foundation stone of the new Railway-line hon. Shri Rajivji rightly enquired from the Minister present there about the progress of work and the length of time in which they would

be completed. Would you believe what was the reply given? The reply that the project work would go on a war-footing. Sir, I am ashamed to say that only Rs. 5 lakhs was given last year for the new division and it is yet to be made functional. Sir, in all fairness and by any standard Orissa deserves for the location of a zonal headquarters. There should be one zone. Instead of one zone, only one division is functioning. The other division is yet to be made functional. I would, therefore, request the hon. Minister to kindly expedite the new division and also the Sambalpur-Talcher Railway-line which is a very important one.

(Interruptions)

Sir, only two crores of rupees is provided for this project, in this budget whereas the total cost of this project is Rs. 70 crores. In this connection, I would like to ask the hon. Minister is it working on war-footing? It has been promised to the people that the work would go on war-footing. Last year Rs. 4.7 crores was spent; this year it is Rs. 2 crores. Is it a progressive step or retrograde step? I bring it to the kind notice of the hon. Minister to reply to this question and I would also request him to do justice to this project and to the people of Orissa and make adequate provision in the supplementary budget also.

Sir, the Gitanjali Express is running between Calcutta-Howrah and Bombay. It stops only at one place in Rourkela in Orissa whereas it stops at four places in some other States at less important stations. I would urge upon the hon. Minister to consider its stopping at *Jharsuguda* which is the gate-way to Western Orissa comprising five districts. A separate Allahabad bogey and a pantry car should be attached to the two trains: the Kalinga and the Utkal Express.

Further, over-bridges should be there in different towns. In Sambalpur and *Brajraj*

[Shri Sriballav Panigrahi]

nagar and Bhadsal, there should be a level-crossing at Sripura near Jharsuguda....

(Interruptions)

MR. CHAIRMAN : Time is over. Please conclude.

SHRI SRIBALLAV PANIGRAHI : Jakhpura-Banspani-another near line assumes importance because of export of Iron ore from Paradiep port but it has an allocation of only Rs. 1000/-. There should be some plant like a wagon factory at Jharsuguda, an important railway centre.

Finally, Sir, I would request the hon. Minister, through, you, to consider all these matters sympathetically and do justice to the people of Orissa. With these words I support the demands.

SHRI A. CHARLES (Trivandrum) : Mr. Chairman, Sir, I stand to support the

demands for grants in respect of the Railway Budget for the year 1986-87 and the supplementary grants presented by the hon. Transport Minister. I am happy to say that the budget is a balanced one and it is acceptable to all sections of people. Though there has been a slight increase in the fare for the first-class and for the long-distance express trains, comparatively the rates are reasonable. Out of the available funds, the hon. Minister has taken every care to see that the amount is earmarked for the on-going projects and for the improvement of the existing facilities.

Since the time is very short, I may be excused if I confine myself to some of the needs of my own State.

The story of the development of railways in Kerala is a very sad story. Ever since independence, during the last 39 years, only one new line has been given to Kerala, that is, the Ernakulam-Quilon line, which was completed a few decades ago.

Thereafter, though certain additional facilities such as conversion of metre gauge into broad gauge between Quilon and Trivandrum and doubling of line in certain other areas have been provided, no new project as such has been provided to this State.

As early as 1936 when Late Shri Lal Bahadur Shastri was the Railway Minister, survey of Tellicherry-Mysore railway line was done. Though the survey of that line has been completed as per schedule, unfortunately because of the sudden exit of Shri Lal Bahadur Shastri from the Railway Ministry consequent on the Ariyalur train accident, the whole project has been shelved and for the last 30 years it has been kept in the cold storage. I want to know, as a matter of policy, whether it is in order that after a project has been surveyed, it is finally shelved due to the exit of a Minister. This is a matter which we have to consider seriously. The real need of that area is still there unfulfilled.

One on-going project which is being looked into is the Ernakulam-Alleppey and Alleppey-Kayangulam line. That connects Ernakulam to Trivandrum. The only line available now is Trivandrum-Kayangulam-Kottayam-Ernakulam. If this coastal line is completed, that will be a great blessing to the underdeveloped border area. In 1985-86 only Rs. 2 crores were provided for the Ernakulam-Alleppey line and only a token of Rs. 1,000 was allotted for Alleppey-Kayangulam; in 1986-87, Rs. 3 crores have been allotted for Ernakulam-Alleppey and Rs. 1 crore only for Alleppey Kayangulam. The balance amount required as per the earlier schedule will be roughly Rs. 20 crores. If things go on like this, this line will not be completed even in the Seventh Plan. It is a very sad state of affairs. Unless this line is given due importance and top priority, the long-felt need of that area will remain unfulfilled. I would plead with the Minister that this line in Kerala should be given top priority the line from Ernakulam to Alleppey should be completed in this financial year and the remaining line should be complet-

ed during the Seventh Plan, so that the long-felt need of the area is fulfilled.

MR. CHAIRMAN : Alleppey is my constituency. The Minister may kindly consider that.

SHRI BANSI LAL : We have given Rs. 1 crore more this year.

SHRI A. CHARLES : I hope the hon. Minister will look into this matter.

Another important line is Trichur-Guruvayur-Kuttipuram. Sir, you might have heard of Guruvayur. The famous Sri Krishna Temple is there; it is one of the most important pilgrim centres of Kerala, it is estimated that roughly 97 lakhs of pilgrims visit that temple every year. Whenever the Railways Ministers have visited that area, a promise has been made that priority will be given to that area, but unfortunately the promise still remains unfulfilled...

MR. CHAIRMAN : We will request Shri Bansi Lal to visit that place.

SHRI A. CHARLES : Sir, we invite you to come and see how that pilgrim centre is developing. It is only a question of 56 kilometres and the amount required is comparatively reasonable about Rs. 20 crores for the whole project.

Malappuram is one of the most backward districts of Kerala. It is not touched by Railways. If this is completed, then the Malappuram district will have an opportunity to have at least a small line of Railway. I would plead that next to Ernakulam-Alleppey-Kayamkulam line, Trichur-Guruvayur-Kuttipuram line may be given priority.

The doubling of Kayamkulam-Trivandrum Central Section is a very dire necessity. About twenty trains are running in this line. Some of the trains are going to Delhi, Calcutta, Ahmedabad and Gauhati.

The trains are delayed for hours together in this line. I request that it may also be considered and something has to be done for the doubling of Kayamkulam-Trivandrum line.

There is a Coaching Yard Complex at Trivandrum Central in the heart of the city. There is no scope for further development and realising this, years back, the Government have acquired the necessary land about eight kilometres from Trivandrum at Nemom. After the acquisition is completed, the whole project is being shelved. Trivandrum Railway Station is the most congested one in the whole of South India. There is no possibility of developing that Railway Station because it is in the heart of the city of Trivandrum. I request that the Nemom Coaching Yard Complex be taken up urgently, so that the congestion and other problems connected with it could be avoided.

There was a promise that the Palghat an Integrated Coach Factory would be established. I don't know whether any purpose will be served now by repeating this. Because for years together Kerala has been promised that Coach Factory will be started at Palghat but fortunately owing to some political reasons, which we all know, that project has been taken away from there. I would plead that some alternative project must be considered for Kerala because Kerala is the most neglected area in industry also.

In an answer to a Starred Question given in this session of Parliament, the Minister said that in the 7th Plan there is no proposal for starting any industry in the public sector in Kerala. It is a very sad state of affairs and I would plead that as a compensation to the Palghat Coach factory, the hon. Minister may consider some other possibility at least a small workshop, so that Kerala may get that benefit.

Coming to electrification, in the electrified map of the Railways, Kerala has not still got a place. The State Government has promised that in spite of the shortage

[Shri A. Charles].

of electricity in the State they are willing to give electricity at a subsidised rate of 50% in case electrification is made. At least if electric trains start from Trivandrum to Quilon the children may see how the electric trains run. The children of Kerala have to come all the way to Madras to see how an electric train runs. The poor children of that small State have had no occasion to see an electric train even in the 20th century so far. I would plead that at least you should start an electric train in Trivandrum during this year.

Some of the bogies are very old—as old as the Railways itself. Quite recently, I had an occasion to travel in a train. The I class compartment was miserable, toilets were leaking and one would get shocked to see the very miserable condition of the bogies. I request that the condemned bogies may not be sent to the South. At least some replacements may be made, so that the people of Kerala may also get an opportunity to use clean compartments.

Some of the civil works have been postponed for years together. If I am correct, about Rs. 47 lakhs were allotted to one civil work in Trivandrum division. I understand that nothing has been done there.

15.00 hrs.

I want to know whether this has been done purposely because I have a doubt that there are officers who are not happy with the progress over there. So, I request that it should be ensured that whatever amount allotted the same are spent during the financial year itself so that the small funds given to the State do not get lapsed.

Sir, I am thankful to you for giving me the opportunity to speak on this subject.

15.01 hrs.

[SHRI SOMNATH RATH in the Chair]

[Translation]

SHRI HARISH RAWAT (Almora) : Mr. Chairman, Sir, when a general discussion on Railways was held, I was not present in the House. I would like to congratulate the hon. Minister for the performance of Railways in 1985-86 and for presenting a Railway Budget which was a common man's budget. Efforts have been made in this Budget to provide more facilities to the people and to complete the Railway projects without putting any burden on the poor. This work has been accomplished by you by not only increasing the quantum of freight and passenger traffic, but also by bringing about more efficiency in the methods and the services. Earlier there were complaints of pilferage etc., but you have tried to control such cases also. Whenever any discussion is held in this House about Railways, it has been the tradition that members deviate from the main subject. I also do not want to be an exception to that.

First of all, I would like to submit to the hon. Transport Minister that it is a complement for the Railways that people have a lot of hopes and expectations from the Railways and I think that Deptt. of Railways is helping in the development of the country and its economy. Every State has some expectations from the Railways. This is the reason that whenever any discussion on Railways is held in the House, all the Members demand more funds for Railways, but I am very sorry to say that the Planning Commission has never given that much importance to the Railways as should have been given. In this year's Railway Budget, efforts have been made to provide approx. 60 per cent additional funds than the Budget estimate of the last year. On the one hand, crores of rupees are required for completing the construction work on new railway lines numbering about 45 or 50 and on the other hand,

2,745 kms. of old railway track was required to be renewed in the Sixth Plan, which you have already renewed, but there is still 19,500 kms. of track which is required to be renewed. When a discussion on Railway Budget was held, while replying to the discussion, you had said that track would be renewed within a period of ten years. You have fixed 3,800 kms. as yearly target. But keeping in view the way the Planning Commission is sanctioning funds to the Department, you would be able to complete this task within a period of ten years. Unless you try to raise your own resources, it does not appear to be possible. But whenever efforts are made by Railways to raise the resources, people criticise it very much. The hon. Finance Minister has allowed the public undertakings of the Ministry of Energy like N.T.P.C. and N.H.P.C. to raise the resources by issuing bonds to the people. I think that this might be one of the methods for the Railways to raise the resources so that Railways could raise more funds and fulfil the hopes and aspirations of the people. In this way, the construction work on new railway lines which is going on could be completed and work for additional new lines could be started in such areas where such lines are required to be constructed. There are many such matters which are required to be paid attention like question of conversion of coaches, increasing the number of coaches and replacement of steam engines. I would request the hon. Transport Minister to adopt some methods to meet these requirements. The Department of Railways has always done a commendable job to provide social justice, but I am very much pained to say that there are many such railway lines on which work was started long back; but construction work has not yet been completed. Some of our colleagues were just now saying that there are many such railway lines on which construction work was started three or four years back, but adequate funds are not being provided by the Railways for their construction work. There are many railway lines in my State for which survey was conducted in 1971 and construction work on them is still

going on. Many years have passed since the work on their construction was started, but even then very meagre funds have been provided for them.

I would like to submit that you come from Haryana and Uttar Pradesh is in your neighbourhood. You are fully aware of the condition in U.P. Except western U.P. the remaining area of U.P. is very backward. The Department of Railways has inadvertently or deliberately made some contribution towards its backwardness. If you see per capita investment made by Railways, you would find that the Department of Railways has made lowest per capita investment in U.P. If you take hill districts of U.P., you would find that there are many districts where no investment has been made at all. If you take all the eight districts together, you would find that after independence of the country and even before that, the Department of Railways has made Rs. 28 per capita investment in all those districts. I would, therefore, like to plead the cause of U.P. and especially the hill districts of U.P. (*Interruptions*)—Western U.P. is a region which could be said to be a better off area economically. The remaining area of the State is backward.

U.P. is a State where 45 to 50 per cent of the population is living below the line of poverty. 25 per cent of the total population of Harijans in the country live in U.P. If you look from fertiliser, electricity or from any other angle, you would find that U.P. is the most backward State. In many respects, Uttar Pradesh is the most backward State. If you do not make efforts for the development of a State like U.P. and for its economic progress, I do not think that the entire country could be developed. I would, therefore, like to submit to you that the injustice which has been done to U.P. in the matter of Railway projects might be done away with in a phased manner and more funds may be provided for U.P.

I would like to draw your attention especially towards Moradabad-Ramnagar

[Shri Haris Rawat]

Railway line. I am very grateful to you that funds for this purpose have been increased in this year's Budget a little bit. But this Railway line is a very important Railway line and seeing the pace of work, it does not appear that it could be completed even during the Seventh Five Year Plan. You have undertaken the construction work from Moradabad to Ramnagar. There is one place Mohaan which is 13 kms. from Ramnagar. For the development of hill divisions of Garhwal and Kumaon of U.P. it is essential that this line is extended upto Mohaan. If this extension could not be completed in Seventh Five Year Plan, it could be completed in Eighth Five Year Plan, but this work must be included in the Plan.

Secondly, you have made some provision for Rampur-Haldwani railway line, but it is very meagre amount. This is an important railway line. Allocation for it should also be increased in the Budget. Survey of Bhojipura-Kathgodam railway line has been undertaken. The Tanakapur-Bhojipura railway line should also be converted into broadgauge.

The railway line from Lucknow to Kathgodam is the longest railway line in the country which links many districts. But it is a narrow gauge line. I would request that more funds should be allocated for this line so that the railways may take up the conversion task in its hands. It will benefit many.

Some funds have been allocated for the survey of Tanakpurghat-Bageshwar railway line but it is so meagre that I doubt whether it will be completed in the Seventh Five Year Plan. I shall not say how much amount has been allocated because a large-hearted person like you will feel ashamed of it. I would say only that the allocation should be at least three times the sum already allocated. The allocation should reflect your large-heartedness. At least this should be increased taking into consideration the vast transport net of the railways.

The survey work of Ramnagar, Mohaan, Bhikasen new railway line should also be undertaken for the benefit of the hill areas of Uttar Pradesh and some allocation should also be made for it. The people of that region will be grateful to you.

With these words, I convey my thanks to the hon. Transport Minister, hon. Madhavji and the officials of the Railway Ministry for presenting the Railway Budget for this year which has met the expectations of the common man and given impetus to the construction and development activities of the railways. I do hope that this tempo of improvement will be maintained in future also.

SHRI ZAINUL BASHER (Ghazipur) :
Mr. Chairman, Sir, I would like to congratulate the hon. Transport Minister through you for presenting a balanced and welfare Budget for the railway passengers.

Sir, the hon. Railway Minister is a thorough gentleman and efficient as well. This year he has succeeded in his effort to run the train efficiently. A number of trains have been running with punctuality and the trains which run late, have shown considerable improvement. More amenities have been provided to the passengers. For all these things the hon. Transport Minister deserves our praise.

Mr. Chairman, Sir, what we do not like is his contention that the Government have no fund and the work cannot be taken up due to the financial constraints. We know that the hon. Minister is helpless in this matter. In this august House, every section of the Members have made vociferous demand to the Planning Commission, and the Finance Ministry to allocate maximum fund to the Railways so that the Railway may undertake necessary works. The Railway is the nerve system of the country like the flow of blood in the human body. The railway lines run through the whole country. If the trains stop running, all developmental activities in the country will come to a standstill. I,

therefore, support those hon. Members who are seeking more funds for the Railways.

Mr. Chairman, Sir, I would not take much of your time. I would like to put forward some points for the kind consideration of the hon. Railway Minister. When Shri Kamalapati Tripathy was Railway Minister in 1980-81, he gave assurance to the people of my constituency that the metre gauge line from Chhapra to Odiyar in north-eastern railway would be converted into broadgauge. The Government had made provision for the survey in the Railway Budget for 1980, the survey was completed and the matter is pending with the Planning Commission; the Planning Commission has not approved the proposal for conversion sent by the Railway Department. Despite my best efforts, the Railway Department has not paid due attention towards it. This issue pertains to Bihar and Uttar Pradesh. The demand for conversion of metre gauge line from Chhapra to Odiyar has been outstanding for a long time. An assurance given by a Railway Minister is regarded as an assurance given by the Government. But many Ministers have overlooked it. I do hope that the hon. Railway Minister Shri Bansi Lal will look into it sympathetically. Due to the metre gauge line, the development of that area is stalled. The railway lines around it have been converted into broad-gauge line. It is not justified to serve Chhapra, Ballia, Ghazipur and some parts of Banaras through metre gauge line only. Previously a vast area was covered by metre gauge lines. The north-eastern railway is running on metre gauge line. There, the goods reach different destinations. The passengers are put to difficulty. Railway lines all around have now been converted into broadgauge lines and now efforts should be made to convert the remaining lines. The proposal for conversion of Bhatani-Varanasi railway line into broad-gauge line has been accepted and the work is going on but provision of only Rs. 1 crore has been made in this year's Budget for this purpose. This amount is too meagre for such a huge work. As a result

thereof, Gorakhpur has been cut off from Banaras and Allahabad due to non-conversion of metre gauge line from Bhatani to Varanasi. Large number of passengers have to come to Banaras and Allahabad. The High Court and others offices are situated at Allahabad. One has to go to Lucknow first for going to Allahabad. The people of Western Uttar Pradesh are demanding establishment of a High Court bench in their area. Allahabad has become nearer for the people of Meerut whereas it has become very far for the people of Gorakhpur....(Interruptions)

THE MINISTER OF TRANSPORT
(SHRI BANSI LAL) : Put up a demand for the establishment of a High Court bench at Gorakhpur also.

SHRI ZAINUL BASHER : This demand will also be raised if you do not do the needful. The time taken for journey from Gorakhpur to Allahabad is doubled the time taken for journey from Meerut to Allahabad. (Interruptions.) The demand for High Court bench can be made also but how many benches will be established. I would like to draw the attention of the hon. Minister towards one point. The Eastern Railway passes through our area. There is a railway junction at Dildar Nagar. It is connected with a branch line on the other side of the Ganga from Ghazipur headquarter. Now, a bridge has been constructed across the Ganga river. I would like to make a demand that the main railway station Tarighat should be converted into a full-fledged station and the Dildar Nagar railway station should be given the status of main station of the district in between Mughal-sarai and Patna. Superfast trains should be stopped there. At present, only some trains stop there. Magadha Express runs between Patna and Delhi. Therefore when Magadha Express stops at Buxar station, which is not even district headquarters, it should be allowed to stop at Dildar Nagar railway station also so that large number of people from that area are able to come to Delhi directly.

[Shri Zainul Basher]

There is one station Tarighat in our area which connects the district headquarters with branch line. I want that a direct train from Tarighat to Lucknow should be started. If it is not possible due to some reasons, then three or four coaches should be connected with any train for Lucknow which reach Dildar Nagar at a time when these coaches can be connected with a Lucknow bound train. This will help the people of Ghazipur, Ballia and the surrounding areas in a big way in going to and coming from Lucknow. Otherwise they have to go to Lucknow via Varanasi or via Mughalsarai. Some coaches should be connected with a train going from Tarighat to Dildar Nagar and its timings should be such that these coaches could be conveniently connected with the passenger train coming from Patna to Bareilly and these coaches could also be connected upto Lucknow. It will facilitate the passengers travelling upto Lucknow.

One more submission I want to make. You have connected almost every big city with Delhi by rail. Recently you have started a train Prayagraj Express from Allahabad. I welcome it though there were already many trains passing through Allahabad. For example, trains coming from Calcutta such as Tinsukhia Mail by which one can come to Delhi directly. Many trains pass through Allahabad. But whereas you have connected Allahabad with Delhi, you have neglected Varanasi. I request that a new train from Varanasi to Delhi should be started maybe via Allahabad. It will be advantageous to run the train via Allahabad as it will be convenient for all. If you divert it from Lucknow like Kashi Vishwanath, it will become time-consuming long journey. Moreover, a bye-pass has also been completed near Varanasi and if some train does not go to Mughalsarai, it can go direct to Allahabad through the bye-pass. I want that a train should be introduced which may start in the evening from Varanasi and reach Delhi in the morning and similarly may start from Delhi in the

evening and reach Varanasi in the morning. It will not only benefit people of Varanasi but the people of surrounding areas, many districts of eastern Uttar Pradesh also because nowadays the people have to come to Varanasi to catch train for Delhi or other places. I urge upon the hon. Minister that as you have started Prayagraj Express, you may also introduce a new train between Delhi and Varanasi via Allahabad. Although it is only two hours' journey from Allahabad to Varanasi on Prayagraj Express and it is logically sound also, yet I shall not press upon its extension to Varanasi lest people's representatives should harass you. In case you extend it of your own, I shall feel obliged but if it is not possible then a new train from Varanasi to Delhi via Allahabad should be started.

With these words, Sir, I am fully confident that under our Transport Minister, the Railways will make more and more progress and the passengers will get more facilities and the Department of Railways will serve the people still more.

[English]

SHRI V.S. KRISHNA IYER (Bangalore South) : After listening to the reply by the Railway Minister to the General Discussion, I was really very much disillusioned. I am really wondering whether any purpose would be served at all by discussing the problems relating to Railways in this House. Since the last one year, that is, after I became a Member of this House, not only myself but also so many Members from Karnataka from both this side and the other side, have been bringing to the notice of the Government, and also of the hon. Minister that injustice has been meted out to our State year after year. The other day, I said that the injustice, this year, was greater than last year. The Minister in his reply said that no injustice has been done. But, on the other hand, he said that we have established a wheel and axle plant there and we going to establish a container depot this year. Wheel and axle plant was set up

in Karnataka long before, nearly 7-8 years back; that is not a new project. The hon. Minister at the same time has cautioned that we should not ask for any new project this year but also for many more years to come.

According to him, what he has stated at least in the Seventh Plan, he requires more than Rs. 2000 crores for the new railway lines which are on-going and on-going gauge conversions. So, he says, it is impossible to take up any new project until these on-going projects are completed.

I come now to the on-going projects about Karnataka which I mentioned the other day. But I am not convinced why the hon. Railway Minister has not provided adequate fund, for some of the projects of Karnataka? That is why I said that we have been very much neglected and a step-motherly treatment has been given to our State. For 135 kms. of Mysore-Bangalore broad-gauge conversion line, the work was started in 1979. The estimate then was for Rs. 25 crores. Now Rs. 6 crores have been spent; and the amount provided for this year is Rs. 49 lakhs, just sufficient for one month. Last year also, only Rs. 50 lakhs were provided, but after reappropriation in the revised budget another Rs. 50 lakhs were sanctioned. He wants to give priority for the on-going projects. Is this not a very important on-going project? He knows that Mysore-Bangalore is a very important route. I am actually wondering, at this rate, when is it going to be completed? I request the hon. Minister to see that sufficient fund is provided for this. The administration must have asked you, I believe, they asked you for Rs. 6 crores, but you see that as much as possible or at least Rs. 3-4 crores are provided this year. The Department is prepared to spend that amount. Otherwise, Rs. 45 lakhs is not at all worth taking. I even suggest that the Minister may kindly withdraw that amount also, because it is not sufficient because it is only an eye wash. I would humbly and earnestly request the hon. Minister to re-

consider it. Otherwise, I would not have spoken today.

One thing I admire in you is that you are very prompt in your reply to us. Whenever a letter goes from our side, the hon. Minister immediately acknowledges it and then a reply is also sent. Of course, the reply is not positive. There is no positive reply to any of our letters. Of course, you have been very frank and brutally frank at times, but that is a different thing. This project regarding conversion is very important and I request you to give the top-most priority to that.

Another new line which was started about 5 years back was Chitdurga; that is also a Rs. 20 crore project, and for that also you have kept only Rs. 20 lakhs this year. You yourself have said that you will give priority for on-going projects. I want to know the reason why have you kept only so much of amount? I say that the people of Karnataka have been very much disappointed. You have received so many letters from them.

Regarding electrification, what is this injustice? You have sanctioned upto Julerpet. What crimes have we committed? You have not extended it upto Bangalore. In the Sixth Plan, Rs. 25 crores were sanctioned, this very House had sanctioned Rs. 25 crores, but you have not implemented that scheme. Is it not an affront on Parliament? Parliament's seal was given to that. I do not know, I said that the other day also that there is some politics in it. So, I request you to investigate and see that it is taken from Bangalore side.

With regard to my own constituency, Bangalore City, I see, after you became the Minister, you have not visited Karnataka. Our Chief Minister has extended an invitation to you. Please visit Karnataka and the Capital of Bangalore City. For the rapid transit system, a scheme has been prepared. You have been talking about metropolitan city. You have

[Shri V. S. Krishna Iyer]

been talking about a consortium approach. We would like to know what it is. You please take it up with the Government. I am prepared to take the initiative. You please explain what it is. You please follow it up.

Now coming to the Bangalore city, we have been finding it very very difficult there. Circular railway or some such thing has to be there. It is becoming a very very congested city. Hon. Minister may consider opening a circular railway or some such thing, otherwise the city cannot survive. I would request the hon. Minister that he may explain what he means by a consortium approach, to devise a plan and implement it.

One more point. It is our duty to demand for new lines; but we are disappointed. However, it is our duty to go on demanding. Now, coming to the new lines, particularly strategic line Harihar-Kottur line—rather—Chamarajanagar—Satyamangalam line. have been pending. What is more important is conversion of Miraj—Bangalore line into broadgauge which is a very important line and which has not been done. This is a very very important line. I agree with the hon. Member, senior member Mr. Basher Saheb who preceded me and said that sufficient funds are not provided for Railways. We admit. In this House we have been agitating. Last year also we mentioned these things. Sir, you are a good fighter. You are an experienced Minister. You are a senior Minister. Please take it up with the Prime Minister. Do something for Karnataka. The annual Plan of Rs. 2,600 crores is not at all sufficient for the railways.

Sir, unless and until the Railways develop, there can be no development in our country. The economy of our country, of all the Ministries must depend on the Railways for their day to day needs. Therefore, I request you to take it up, and the whole House is with you. Please do not put a full stop. You must be optimistic

in your approach. The people are feeling helpless. We are having our hopes on you and this Parliament the supreme body of the country.

With these few words, I request you to reconsider and give us some information—at least when you reply so that the people of the Karnataka can have some hope.

SHRI H.N. NANJE GOWDA (Hassan) : Sir, I rise to support the demands that are being discussed today. I am aware that lot of development has been taking place in the country in the railway network since independence. But when it comes to Karnataka, —I should not be misunderstood as being parochial—if I mention some things. The only thing is Karnataka is a State which had the highest number of Railway Ministers in the Centre—so many came from our State—but the least number of new lines have been given to us.

AN HON. MEMBER : After independence....(Interruptions)

SHRI H.N. NANJE GOWDA : I would like the Minister to tell in the course of his reply to this august House the percentage of developments whether it is conversion or in the matter of new lines or electrification, all-India developments, State-wise developments, and as per my figures, the amount spent for Karnataka, if it is considered separately, it is not even 20 per cent when compared to other States, either in the Conversion of gauge or new railway lines. This aspect I would like the Minister to consider and tell us.

About improvement after independence, only thing that has been brought about is the conversion of the line from Bangalore to Guntakal, that too was an on-going project which was to generate productivity. Including this, the total length of broad gauge in Karnataka is only about 180 kilometres long.

My colleague just now mentioned

about the Bangalore—Miraj line. This line has been converted up to the border of Maharashtra only. But when it comes to Karnataka it is not taken up. Why can it not enter Karnataka?

AN HON. MEMBER : What is this discrimination?

SHRI H.N. NANJE GOWDA : The other day the hon. Minister wrote to me a letter stating that the Hissar-Mangalore line was opened. It had been pending for a long time, and it was completed in the last decade. Then Chitradurga-Rayadurga line has also been mentioned and you have provided Rs. 20 lakhs only against the total cost of Rs. 26 crores.

The electrification project from Bangalore to Jalorpet, is not taken up yet. There is not even a single kilometre of electrification in Karnataka. The Bangalore-Jalorpet electrification was included in the Sixth Plan and was voted by this House but in the last year's Budget it was removed from the Plan. It not a slur on this House?

AN HON. MEMBER : Certainly.

SHRI H.N. NANJE GOWDA : Sir, we Kannadigas—as the hon. members are aware, are the most peace-loving people in the entire nation. We are not trouble mongers. We are not parochial. But our quite-ness should not be mistaken for cowardice. Why I am saying is this. I am not speaking about my experience only. I am aware of the views of others also.

There is a lot of awareness among the public. I will not be surprised if there is an upsurge in the public itself to make the Members of this House resign and go away, because there is no Vijayanagaram steel plant, no clearance for irrigation projects, no conversion of railway lines, no new lines and no electrification of railways. To make Karnataka people feel that there is a railway network in Karnataka, I suggest four things.

There should be conversion from metre-gauge to broad-gauge of the following lines on top priority basis. They are : Bangalore to Miraj, Hubli to Shorapur, Bangalore to Mysore and Hubli to Karwar though it is a new line it should be broadgauge. If these lines are converted into broadgauge, this will satisfy the railway network in the state.

To make us feel that there is a railway network in our State the following new railway lines should also be taken up. They are Chitradurga—Raidurg, Harihar Kottur, Chamrajnagar and Satyamangalam. There are important district headquarters such as Chikmangalur and Mercara which are not touched by the Railways. Hence, Kadur to Mercara via Chikamangalur and Sakleshpur, the Minister should order for investigation on this line immediately.

As you are aware, there is a lot of rush in Bangalore. To ease out the rush, it is desirable that the hon. Minister should consider taking measures to provide electric trains to suburban areas like Whitefield, Ramnagaram, Nelamangla on Tumkur line, so that the people can stay in suburban areas and can come for work in the city.

The other important thing is that the Railway Reforms Committee has recommended South-West Zone for Karnataka and neighbouring areas. If this recommendation is implemented, I think, the problem of those areas would be solved very easily.

Without taking much of your time I urge upon the Government to take these suggestions into consideration and avoid any regional imbalance in the country, make the people of Karnataka also feel that they are in the nation and they are one with them. It should be the endeavour of the Government to create a feeling of oneness among the people.

[Translation]

SHRI NANDLAL CHOUDHARY (Sagar) : Mr Chairman, Sir, I welcome the

[Shri Nandlal Choudhary]

Budget. Through this Budget, the common man has been provided many facilities. Students and handicapped persons have also been provided many benefits. For this, I thank the hon. Minister heartily and praise the Budget.

With this praise, I have to regretfully say that our Sagar district has been neglected. In Sagar district there is Bina junction which is quite important. That too has been neglected. In Sagar district there used to be many officers earlier, like, RPF training centre which has now been removed from there. Similarly there was Guards' centre also which has been removed from there. There was provision for installing railway factory but that too has not been set up. Bina Junction connects Delhi-Jabalpur-Bombay and from there a line goes to Kota. Therefore, I would request the hon. Minister not to neglect that station so much. I have come to know recently that IOW office is also being removed from there. Six Express trains pass through that station but they do not stop there. It is very necessary that these six trains should stop there.

There has been a long-standing demand for providing stoppages for Utkal Express and Kalinga Express at Khurai on Bina-Katni line. For this, it is replied that from there many passengers do not board the trains. The people there are ready to start an agitation for this. Kalinga and Utkal Express used to stop there earlier but later on that facility was withdrawn. That facility should be restored.

There are many railway employees in Sagar. They are demanding a railway hospital there. For their medical check up they have to go to Bina or Damoh. The number of railway employees in Sagar is quite big. Therefore, a railway hospital should be constructed there.

Providing an overbridge on the railway crossing at Khurai-Bina-Sagar railway line is very necessary. People have to wait

for hours at the railway crossing which causes much inconvenience.

In Bina, there are about 8 to 10 thousand railway employees. They are demanding a Central School there. Earlier a Central School was there but later on this facility was taken away. It is very necessary to sanction a Central School for that city.

For many years, people from Sagar and other districts have been demanding that Bina-Katni and Sagar should be connected with Bombay and Allahabad. There is no direct train for Allahabad and Bombay from there. People have to go often to Allahabad and Maihar, a pilgrim place, for 'Asthi-Visarjan'; i.e., for immersing the mortal remains. For this they have to change the train at Bina or Katni. I humbly request that Bina-Katni-Sagar line should be connected and a direct train for Allahabad and Bombay should be started.

In addition, it was decided that two more trains—Mahanagri and Qutub Express—will be provided on Bina-Katni line but unfortunately these two trains have been diverted to other routes and Bina-Katni have been excluded. It is very necessary to start a train on Bina-Katni line from Bombay to Allahabad. I would request the hon. Minister to pay attention towards this.

It is also understood that a new division is going to be set up at Bhopal; and in that division instead of Bina, Jhansi is being included. Bina's connection with Bhopal and Madhya Pradesh is very necessary. The railway employees there have also submitted a memorandum in which it has been demanded that Bina should be kept in Bhopal division. The hon. Minister may kindly keep in view this also.

There is one express train between Bina and Itarsi. It has no first class bogie. It is very necessary to provide first class bogie in it.

One shuttle start from Damoh to Bina and Kota. It is very necessary to start it from Katni. It has been observed that in railways the contracts for stalls and restaurants etc. are often given to big people. The contracts should be given to the people of the weaker sections, like Harijans and Adivasis and in this, preference should be given to cooperative societies. This is my suggestion.

Similarly reservation quota for Bina Station is very less. For many trains like Jayanti-Janata, Southern, Punjab Mail, G.T. Express etc. there is no quota and even if there is such quota, it is very inadequate. It should be increased.

Mr. Chairman, Sir many years ago, a survey for new line between Narsinhpur and Sagar—Chhatarpur was conducted but results of the report could not be known. I think at least for the last 15 to 20 years we have been hearing that a survey for Narsinhpur-Sagar line is being conducted but the results are not coming out. Many a time, it has been stated that due to paucity of funds survey for this line could not be conducted. In this connection, I suggest that as in the case of schools and colleges, assistance from people should be sought in the case of construction of railway lines etc also. Railway lines can be constructed with such contributions and then Railways will not have to say that the railway lines are not being constructed due to paucity of funds.

With these words I conclude.

[English]

SHRI K R. NATARAJAN (Dindigul) :
Mr. Chirman, Sir, on behalf of the AIADMK, I would like to speak on the Railway Budget and the Supplementary Demands for Grants.

First of all, I would like to thank the hon. Minister for Transport for the following reason. Last year, only Rs. 3 crores was allotted for Karur-Dindigul broad-

guage line project. I requested the hon. Minister to provide more funds. He was kind enough to provide Rs. 1.30 crores for that project, but that allotment is not sufficient. This year the allotment is very very meagre. So, I request the hon. Minister to give more funds, at least Rs. 15 crores for this year.

Sir, a number of proposals are pending for laying new lines in Tamil Nadu, but no new lines have been included in the Budget. So, I request the hon. Minister to take up at least one new line from Dindigul to Kodaikanal. Dindigul is the district headquarters for the Anna district and it is a busy commercial centre in the area. Kodaikanal is the princess of hill stations. So the line connecting Dindigul and Kodaikanal is a very important one. That should be included in the present budget.

In Madras laying of new track, known as MRTS (Mass Rapid Transit System) is making very slow progress. It was included in the Sixth Plan. So, at least Rs. 20 crores should be given to complete the work in the near future at least.

The overbridge is a "must" in Dindigul town. Dindigul is a commercial centre. The absence of an over-bridge is making all hindrance to the public. So, the construction of the overbridge should be included in the present budget.

Pallavan Express was running between Madras and Madurai. Now it has been stopped at Trichi. It does not reach Madurai. So, it causes inconvenience to the travelling public.

So, this should be made to go to Madurai to satisfy the demand of the people.

The Pandivan Express starts at 7 p.m. from Madras and reaches Madurai at 8 a.m. the next day. It halts at Vilamgudi railway station for about half-an-hour. Vilamgudi is only 3 km. from Madurai and it has to be stopped at Vilamgudi unnecessarily.

[Shri K. R. Natarajan]

ssarily. It is stopped there because Vaigai Express has to pass that station. Vaigai Express starts at 7 a.m. So, the Pandiyan Express can reach Madurai at 6.45 a.m. itself. Similarly, the Pandiyan Express leaves Madurai at 7.25 p.m. and reaches Madras at 8 a.m. the next day. It unnecessarily halts for half-an-hour in between at Chetpet and Egmore. The distance between Chetpet and Egmore is only 1 km. So, this unnecessary halting of trains in between Chetpet and Egmore Stations may be avoided.

Provision for a quota of 10 seats may be made for reservation in Pandiyan Express at Usilampatri railway station in the train running from for Bodinaickanur to Madurai.

[Translation]

SHRI BIRBAL (Ganganagar): Mr. Chairman, Sir, I rise to support the Railway Budget for the year 1986-87. Chaudhary Saheb has presented a very good Budget and for this I thank him. There are certain burning problems relating to railway in regard to my constituency Sriganganagar which Chaudhary Saheb is in a position to solve. Tibbi is the Tehsil Headquarter and Ghappar area is a big grain market. The station here is very small and there is no provision of double line also. Similarly, there is no provision for signal also. Therefore, I request that station building should be expanded so that the passengers have the facility of retiring rooms. Also, platform shed should be constructed at the station so that passengers have the protection against the Sun and rain. Fencing should be done around the platform. Secondly, I want to submit that there is big need of constructing a new metre gauge line between Sardar Shahar to Hanmangarh via Palu-Rawatsar because in this 160 km long distance there is no other permanent means of transport. The entire area is a desert area. There are big deposits of gypsum in that area. Thousands of trucks go out daily from this area. Gypsum is sent to the

far off areas of the country from here. Palu is a place of pilgrimage in this area. There is one big temple of the goddess Durga. Lakhs of devotees of the Mother come here for 'darshan'. Rawatsar is a big grain market of the Indira Canal area. Thousands of quintals of foodgrains are sent from here by trucks. Therefore, this new railway line is very necessary here. A metre-gauge line should be laid from Ganganagar to Padampur. This distance is 70 kms and the area is very fertile.

15.56 hrs.

[SHRI VAKKOM PURUSHOTTAMAN
in the Chair]

Here also, there are no other means of transportation. Agricultural produce from Padampur is transported to other places by trucks. A metre-gauge railway line should be laid between Ganganagar and Padampur. This Gang Canal area is very fertile and intensive cultivation of cotton and wheat is done there. Laying of a railway line in this area is very essential.

It would be proper if two over-bridges are constructed in Ganganagar city, because the entire traffic from and to Punjab passes through these two railway level crossings. Movement of troops from Rajasthan to Punjab in large number is also a regular feature. Ganganagar is an Army Cantonment. When railway-crossings are closed, a huge traffic accumulates and as a result of that, traffic chaos occur. Since, Ganganagar is a junction, a large number of trains pass through these railway level crossings. Therefore, the construction of this over-bridge is essential.

An over-bridge should be constructed at Hanumangarh Junction because very heavy traffic towards Ganganagar, Suratgarh and Abohar passes through this junction. Movement of troops is also very frequent there. When a train passes, a huge rush is created there. Sometimes, the situation becomes so chaotic that there is an appreh-

ension of some accident. Since, the railway level-crossing remain closed for a long time, a lot of time of those who happen to pass through that place is wasted. Therefore, it is very necessary to construct this over-bridge.

16.00 hrs.

Railway crossing have posed a big problem in our district. It is utmost necessary to provide manned crossings at those places which are approved in railway records. I want to mention the names of some of the railway-crossings :

1. Railway crossing connecting Hanumangarh—Sangriya Road with Nawan.
2. Railway crossing connecting Hirawnali with Abohar Road.
3. Tibi—Nandram Wali Dhani.
4. Tibi Road to Gurusar—Jhanbar.
5. Nagrana—Tilawali fields railway crossing.
6. Ratanpura to Nathwana railway crossing on the way to the fields which has been already approved.
7. On the road from Bindra leading to the fields.
8. Railway crossing towards Hanumangarh from Tibi Railway Station.
9. Railway crossing on Mukarka—Pichkarai road.
10. Sanction for laying P.H.E.D. pipe from Mukarka to Pichkarai.
11. Railway crossing on Deeplana—Ramgarh road.
12. Sanction for laying P.H.E.D. pipe from D.P.M. canal to Deeplana Diggi.

13. Ramgarh—Barani road which falls in 1, 3, R.M.G. holdings;
14. Nohar—Sothi Road;
15. Ramgarh—Ujjalwas Road (the old road has since been closed.)
16. Sanction may be issued to lay P.H.E.D. pipe between Goga Mandi and Gogana;
17. Deeplana—Sothi Road;
18. Deeplana—Parlike Road;
19. Sothi halt Station (between Nohar and Deeplana);

I would request the hon. Minister to immediately provide level-crossings on the said places.

[English]

SHRI SOMNATH RATH (Aska) : The Transport Minister has been rightly congratulated by one and all for his well-balanced budget and I also join with them.

Since long the headquarters of South Eastern Railway has been at Calcutta and it ought to be in Orissa. So I request that immediate steps should be taken to shift the headquarter from Calcutta to Orissa, besides expediting the on going schemes of railway lines in Orissa.

I have to make one request to the hon. Transport Minister. That is, the railway lines in Orissa are the minimum throughout the country. In British days only a railway line at the outskirts of Orissa was laid to connect Calcutta with Madras. Now a port at Gopalpur-on-sea is coming up in Ganjam district near Berhampur which is the most important railway station of Orissa. To develop the port the hinterland, namely, the five districts Ganjam, Phulbani, Kalahandi, Sambalpur and Bholangir should be connected by a railway line to Berhampur in Ganjam district and thus to

[Shri Somnath Rath]

Gopalpur. Since a survey is going on for a railway line from Khurda to Bholangir, I would request the hon. Minister to see that a survey for a railway line should start from Berhampur in Ganjam district to connect the above railway line for which a survey is going on, either at Dasapella or at Boudh. To do this survey only about Rs. 10 lakhs is necessary. Since one company has already been entrusted with this survey, this survey also can be given to them. It will be very much beneficial not only to the people of that area but also to the government because that line should be made self-sufficient besides developing the port at Gopalpur and developing the undeveloped districts of Orissa. So I would request that the hon. Transport Minister will not confuse the construction of a railway line with that of a survey of a railway line. What I want is that it should be surveyed to know the feasibility of it.

SHRI VIJAY N. PATIL (Brandol) : I want to support the Demands for Grants of the Railways. I congratulate the Transport Minister that last year, when we compare it with the earlier years, the number of accidents were very few. With the introduction of information system on All-India Radio about the arrival and departure timings of the trains it has become convenient for the passengers and for the persons who are going to receive their guests.

Mr. Chairman, Sir, but for other things, I am surprised to note that when we pass the railway budget amounting to thousands of crores of rupees, we find that the small things that we suggest do not find a place and everytime the problem of money is the excuse put forth by the hon. Railway Minister—whether he is a Minister of the Janata Government in 1977 or a Minister of our party. I do not understand why this is so. We feel that the Department of Telecommunication and the Department of Railways should be revenue-earners for the Central Government. They should be able

to provide revenue so that it can be spent in other areas. But every year, we find that the deficit is increasing; the liability is increasing and in the name of development we are spending more and more but the development is not taking place at the desired pace. In some areas, railway-lines are constructed but they do not give revenues. But in other areas, railway-lines are refused because it is said that the revenue derived will not be that much and it will be somewhere 8.5 per cent etc. Since 1977, I am asking for one railway line i.e. *Dhulla Amalner*. Every year I mention about it through Questions, through speech and through matters under Rule 377 etc. An MLA from my area in Maharashtra gets Rs. 15 lakhs per year for being allotted for the construction of some bridge or road. If that amount would have been allotted to a Member of Parliament, this railway-line would have been constructed by now. Every year, I receive the same reply from the Minister. So, why we should speak again and again about this and about the improvement and efficiency. Between Bombay and Delhi I am finding the same Punjab Mail, the same Amritsar Express running with almost the same speed. Of course the problem is the same for other areas. But there are some areas where you have not had anything and hence I request the hon. Minister to consider this on priority basis.

Sir, it pains us to say that day-by-day the number of passengers travelling without tickets are increasing. We must control that; otherwise the deficit will go on increasing. In 1977, the liability was about Rs. 197 crores to the general revenues, as per the Railway Convention Committee's report. It increased to Rs. 504 crores with the deficit of Rs. 44 crores in 1983-84 and about Rs. 195 crores in the next year. This is not a good situation.

About electrification also, our targets have not been achieved. Only ten per cent of the route kilometres are electrified. In this area also we must move fast and

our proposals to electrify the lines between Bombay and Delhi, Delhi and Madras, Delhi and Calcutta and Madras and Bombay—all the four metropolitan cities—should be achieved on a war-footing so that the expenditure can be reduced.

There are many areas in the Ministry of Railways where we can think of reduction of expenditure. We have got about 41 900 level crossing of which about 15,300 level crossing are manned. If we could think of providing overbridges or subways, then the expenditure incurred on paying the employees for remaining there all the 24 hours manning the gate, for providing signals, expenditure on electricity for opening of gates, etc., can be reduced permanently. We must think of finding permanent solutions, permanent reduction in expenditure.

We talk of modernisation of railway workshops. There also, the number of days taken for repairing one wagon or one engine has not reduced considerably. If that can be reduced and if the hauling capacity can be increased, then we can say that efficiency has increased.

Now, permission has been given to the Maharashtra Government to raise money through issue of bonds for construction of the Mankhurdh-Belapur railway line. But the provision you have made for that this year is only Rs. 10 lakhs, just a token provision. How do you think that people will come forward to purchase these bonds? If you can plan in such a way that it will be constructed within a span of three years or five years, then only people will come forward.

In different Departments, there is the trend of handing over some of the functions to semi-government bodies or public sector. With that thinking, one Corporation has been started in the department of tele-communication for Bombay-Delhi.

I would like to suggest one thing. If you do not have money and if there are

some lines which are not remunerative, why not think of giving the work to some private agencies to construct railway line between two district headquarters, between two points? In the Seventh Plan, not a single railway line has been given for our area. Although Maharashtra has got 5,000 route kilometres of railway line, since prior to 1947, some increase has been only in suburban railway lines. In rural areas I do not think that even 50 kilometres are added in Maharashtra. That is why I am suggesting to you to consider giving the work of constructing new railway lines between two district headquarters to private agencies if they come forward, that is, point-to-point railway links. Let them earn profit and let the commuters have that facility. Otherwise, what is happening is this. In my earlier constituency, there are no railway lines and even though I have the Pass, I could not move in that area by railway. There are some areas like that. Of course, in a State like Bihar or Uttar Pradesh, even Tuluk HQs. are connected; but in some states the district headquarters are not connected. That is why, as my friend Shri Bhuria has suggested, at least all the district headquarters should be connected by railway lines. If you think of setting up corporation, please think of something new so that you will not have the problems in replying to the Members of Parliament that there are no funds for new lines. We want to have new railway lines in our areas and we want you to find out solution for this.

With these suggestions I support the Demands.

SHRI SONTOSH MOHAN DEV (Silchar) : Mr. Chairman Sir, At the very outset I congratulate the Railway Minister for introducing Rajdhani Express from Delhi to Guwahati. But the point of clarification I would like to get from him is that only Yesterday I heard from the Railway State Minister that there is a slight confusion, it is not the Rajdhani Express; but it is something like Rajdhani Type Express.

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : That is what I said in my speech.

SHRI SONTOSH MOHAN DEV : If that is so, I will request you to eliminate the word "Type" and make it "Rajdhani Express". It will be befitting your name and your efficiency in the Railway Ministry. It is a long time desire of the Assam people. I am sure that with your efficiency and with your working ability, this is a small problem for you.

It is a false picture given by the Railway Board officials that this line cannot take the speed of Rajdhani Express and if this is the reason, it is our minimum demand that something must be done. If it cannot be done immediately, at last in the near future it should be made Rajdhani Express.

Sir, I come from an area which is more or less the farthest part of the north eastern region Barakballey. We have got two trains connecting Assam Capital with our district headquarters. They are Cachar Express and Barakballey Express. I have personally written to the Railway Minister and he has also acknowledged and I will again request him to personally take some interest to improve the quality of bogies that are being given in these two trains. It is most unfortunate that the most condemned bogies of the NF Railways are given in that area, with the result even if you shut the doors and windows you get the pleasure of travelling with rain and sun coming from the top of the trains. This is the actual picture.

Apart from this, Barakballey is connected through a hilly section which has outlived its life. It has got 36 tunnels and about one hundred bridges. Within one year at least for four months this railway line is closed either because of land slide or some accidents. I am very glad that the Railway Minister has written to me saying that strengthening of this line has been taken up. I am grateful to him and

I hope that with the strengthening of this line, the capacity of the running of more railway trains will increase. At the same time, it is a long time desire of the people of that area to have alternative rail link between Lanka and Badarpur by broad-gauge line. I fully appreciate his difficulty that because of shortage of fund, it has not been possible to take up this work immediately. But I sincerely hope that this will be taken up. It has been spelt out by no less a person than the Prime Minister that special attention and special allocation will be given to the north eastern region which is economically backward. I urge upon him to find out some special allocation for this line and at the same time to take up the work of the broad-gauge extension from Guwahati to Tinsukhia which is a committed project by our late Prime Minister and also by the former Railway Minister.

Sir, in the line between Karim Ganj-Silchar there is a bridge called Khatakhali which is threatened with erosion. The Railway Ministry in collaboration with the State Government has taken some action to protect this line but unfortunately, we hear now and then from the newspapers that the work there is going on a slow pace and is also below standard. I do not know how far it is correct. I would request the hon. Minister to look into this particular aspect.

When Mr. ABA Ghani Khan Choudhury was the Railway Minister he promised that Silcher railway station which is now going to cater the extension line from Silchar to Jeribhan and Silchar to Lala (Bharabi) which needs further development the work will start. Unfortunately this has not been done. This became an issue during my elections and I promised to the people that it will be taken up with the Railway Ministry. Till now nothing has been done. At least to save the face of the Central Government some upliftment of this railway station concerning passenger amenities be taken in hand because this is a gateway to Mizoram, Manipur and Tripura. It needs special consideration.

There is another small thing. There is a small bridge between Salchapra-Badarpur and there is a road running over the railway line which is connected by a small bridge measuring 40 feet. There is no railing on its both sides. For the last five years I have been writing about this. The Railway Ministry says that it is the duty of the State Government and the State Government says that it is the duty of the Railways. Only fifteen days back one truck came down in the railway line and the railway traffic was closed for 15 hours. So, I request if it is the duty of the State Government they must be asked to do it and if it is the duty of the Railway Ministry they should take it up. It is a small thing but it affects the good name of the Railway Ministry as well as the State Government.

Lastly I would request the Railway Minister that from Cachar to Tinsukhia there is no direct railway connection. If you have to go to Tinsukhia you have to wait for 10-12 hours at Lumding. So, either a new train or some bogies be attached to Barakvally on Cachar Express so that passengers can travel to Tinsukhia without any transshipment. This is a small thing but will facilitate a lot the passengers to Dibrugarh where there is a medical college with various specialised treatment facilities. Now and then the passengers go there for treatment. I will request the Railway Minister to look into this particular request.

[Translation]

*SHRI SUDARSAN DAS (Karimganj) : Mr. Chairman Sir, I know that the Supplementary demands for grants of the Railways for 1985-86 and the Railway Budget for 1986-87 will be passed by this august House today. But Sir, I regret to say that the Railway Minister is all along ignoring the long standing demand of the people of the border district of Karim-

ganj and Cachhar, that is the people inhabiting the Barakvally at the Southern most part of Assam, for an alternative railway line. They are at present entirely dependent on the existing Lamding-Badarpur hill Section under the North East Frontier Railway. Sir, I will briefly state in this august house the logic of this just and valid demand of the people of that area.

Sir, not only the Karimganj and Cachhar districts alone, but Tripura, Mizoram and Manipur States are also solely dependent on this Lamding-Badarpur hill Section. This hill section was constructed about 90 years ago. After 40 years of independence this railway system is almost in shambles. It is today in a wretched condition. We feel surprised that railway trains are still running on this track. Mr. Chairman Sir, as I have already stated, this line was constructed about 90 years back. There are about 100 bridges on this line both big and small. The condition of those bridges are also very miserable today. Furthermore, there are about 36 tunnels on this section. Every tunnel has developed leakage. The concerned engineers have expressed the opinion that if the leakage is stopped at one place, leakage will develop at another point. Therefore, -during the rains if one tunnel collapses at any time, the entire section will have to be closed down for a long period. What difficulties and miseries that will create for the people of Karimganj, Kachhar, Tripura, Mizoram, Manipur etc. just cannot be expressed in words. On the one hand the prices of essential commodities of daily need will sky-rocket and on the other hand the coming in and going out of all goods in this area will come to a standstill. The movement of about 90 p.c. of the goods of this entire area is fully dependent on this railway line. During the rainy season there are frequent landslides and this brings the running of trains on this line to halt. Sometimes it has been seen that trains have been stranded in the middle because of sudden landslides. In this

*The Speech was originally delivered in Bengali.

[Shri Sudarsan Das]

situation the plight of the passengers can well be imagined. Not only that Sir, the importance of this area from the country's defence point of view has also to be kept in mind. Apart from this railway line, we have one road connection which runs through Meghalaya. This road also gets closed due to landslides in the rainy season on account of excessive rainfall. Only yesterday in reply to my Question the Hon. Defence Minister said, I quote.

"Landslides on the national highway occur at times mainly during the monsoon which cause road-blocks and affect vehicular traffic particularly in Meghalaya, Assam and Tripura. However improvements of the national highways are under execution by strengthening the road, pavements, weak bridges."

This is the condition of our only road link. You will be surprised to know that there is no road link with the Barak-valley through Assam. Long ago one road was constructed from Lalding to Silchar. But till today no vehicular traffic has been able to use that road. We have therefore to depend heavily on this railway hill section. Railways have not yet entered our neighbouring States of Mizoram and Manipur. However it is a hopeful trend that the Silchar-Jeribam and Lalaghat—Bhatravi road railway line has been taken up. But when this work will be completed only the Hon. Minister will be able to say. When the line is completed, then Mizoram and some parts of Manipur will be connected by rail for the first time. After these two lines are completed, there will be much greater strain on the hill section, I doubt whether it will be able to bear this additional strain.

The demand of the people of Tripura State in the introduction of a fast express train from Dharmanagar to Calcutta via Guwahati. This is a very justified demand because the Cachar and Barak express trains start from Silchar and the passenger

from Tripura have to stay at Karimganj for a day to catch the Barak express and Cachar express for want of a connecting train. As this demand is highly justified, I am appealing to the Hon. Railway Minister to provide an express train from Dharmanagar to Guwahati and Calcutta.

Mr. Chairman Sir, the passengers from Hailakandi also face the same difficulty. Hailakandi is a sub-divisional town but there is no direct train from Hailakandi to Silchar, the district headquarters. I request the Hon. Minister to provide a direct train from Hailakandi to Silchar. Sir, for the passengers from Hailakandi, Karimganj and Tripura, there is provision of one 3 tier reserved compartment in the Cachar and Barak express trains. But Sir, it is very surprising that ten days in a month this reserved compartment is cancelled. The Hon. Minister may kindly see that this is not so cancelled in future.

Sir, I cannot help mentioning the pitiable condition of the Hailakandi railway station.

At Hailakandi railway station there are no sheds, no telephones, the passengers have no place to sit, and there are no drinking water facilities. In fact there are no facilities at all for the passengers. The Hon. Minister may kindly see to ameliorate these hardships. Santosh Babu demanded a short while ago that an express train may be provided upto Tinsukhia. I also support that demand.

I will mention about one more point Sir, I request that an overbridge may be provided at the crossing on the national highway near Karimganj railway station. With that Sir, I conclude.

*SHRI C.K. KUPPUSWAMY (Coimbatore): Mr. Chairman, Sir, at the outset I extend my wholehearted support to the Demands for Grants of the Railways for 1986-87.

*The Speech was originally delivered in Tamil.

I am personally grateful to the Transport Minister for having acceded to the genuine demands that I had raised last year in my speech on the Railway Budget. The long-standing demand of the people of Coimbatore for an overbridge at North Coimbatore has been met by approving this project at a cost of Rs. 55 lakhs and by providing Rs. 13 lakhs in 1986-87 Budget itself for starting the work. The people of Coimbatore are beholden to the Railway Minister. Similarly, our Railway Minister has remodelled the Railway Stations at Udhagamandalam, Wellington and Aravangadu by spending Rs. 23 lakhs for this purpose. The Railway Minister has also earned the gratitude of the people of Coimbatore by widening the railway crossing at Ondipudur by spending Rs. 2.80 lakhs. I am personally grateful to him for implementing these projects which have been demanded by the people for several years.

I would take this opportunity to demand that another long-standing demand of an over-bridge at Tiruppur junction should be implemented without further delay. Tiruppur is internationally known for the hosiery industry. Tiruppur station building also requires re-modelling.

Sir, our Transport Minister, Shri Bansi Lal is a great devotee of Lord Shiva. I would like to tell him that Palani in Tamil Nadu is the abode of Lord Kartikeya, the son of Lord Shiva. This holy place is visited by lakhs and lakhs of people from Coimbatore. I suggest that the railway line between Coimbatore and Palani should be electrified and electric trains should be run. Our Transport Minister by doing this will get the blessings of Lord Kartikeya.

Similarly, Erode, Coimbatore and Tiruppur are the three internationally recognised Textile towns—Coimbatore having more more than 100 textile mills, Tiruppur having hundreds of hosiery units and Erode for growing cotton etc. These three towns should be connected by electric track so that movement of people

and goods can be quicker and easier than at present now.

Sir, before I conclude I would say that adequate number of wagons are not supplied to Coimbatore and Tiruppur. This causes delay in the export of finished goods and also in the arrival of steel and iron for hundreds of Foundries in Coimbatore. I demand that the wagon supply position to Coimbatore and Tiruppur should be improved and there should not be any delay in allocation of wagons.

The Jayanti-Janata Express from Delhi downwards should be halted at Coimbatore. The Kerala-Karnataka Express should also be given a halt in its onward and downward journey at Tiruppur. With these words I conclude my speech.

SHRI BANWARI LAL BAIRWA (Tonk) : Mr. Chairman, Sir, at the outset I congratulate the hon. Railway Minister for presenting a balanced Budget. It is an ample testimony of his abilities. In spite of the disturbances in the country, both the goods and passenger traffic have registered an appreciable increase. The Railways have earned more revenues than was expected in the Budget estimates. This is certainly commendable.

The Railway Minister, through his mighty efforts, has been able to secure a provision for Rs. 12,334 crores for the Seventh Five Year Plan period for railways. Out of that Rs. 2,050 crores have been provided for this year's Railway Budget. It is highly commendable. I feel that the Railway network should be further extended.

All the hon. Members who will speak today, will make a demand either for the extension of railway line in their area or renovation of the railway track or conversion of existing railway line into broad-gauge. The funds allocated for this are not adequate and, therefore, there is need to provide more funds.

[Shri Banwari Lal Bairwa]

I would like to say a few words about Rajasthan. The share of Rajasthan is 5,614 kms of railway line. But while computing this share that portion of the railway track between Delhi and Bombay which passes through Rajasthan should not be included and similarly the portion of the railway line between Delhi and Ahmedabad which passes through Rajasthan.

Rajasthan is a backward State. Special attention needs to be paid to it in view of its geographical location. Tonk area is particularly backward. It has not been linked with a railway line. I am trying my level best in this regard. The hon. Minister was kind enough to conduct a survey of the railway line last year but it has not been completed so far. The survey should be completed at the earliest and the railway line sanctioned. All the State Capitals are connected by broad-gauge line whereas Jaipur is the only State Capital which is not. This should be given a serious thought. If you like, Delhi-Ahmedabad line can be converted into broad gauge. If this is not possible, it would be better if the railway line between Sawai Madhopur and Jaipur is converted into broad gauge. Sawai Madhopur is very near Jaipur.

Our area is predominantly inhabited by people belonging to minorities, Adivasis and the Scheduled Castes. The area will not develop till it is connected with a railway line.

There is a railway line between Jaipur-Toda Raisingh. During the regime of Janata Party, one train plying on this route was withdrawn. Earlier, one train used to ply in the morning and the other in the evening. The morning train leaves Toda Raisingh at 4 AM and arrives in Jaipur at 10 AM. Those who have to catch the morning train at Toda Raisingh, have to wake up at 3 AM and during winter it is an uphill task to wake up at 3 AM. It would be better if the train timing is shifted to 6 AM. Besides, the

trains in our area are slow-moving and take a lot of time in reaching their destinations. That is why nobody likes to travel by train. The train running between Jaipur and Toda Raisingh takes 6 hours to cover a distance of 119 kms. It takes unduly long time and, therefore, there is need to reduce the journey time. New coaches and engine should be provided for the train running on this route.

Digi is a religious place on Jaipur-Soda Raisingh route. There are only four coaches and that too second class in the train running on this route. I, therefore, suggest to convert two of its coaches to I class so that affluent people may also travel. You may introduce this system for 6 months on trial basis. It will certainly bring more revenue and also benefit the people. A survey was conducted to lay a railway line between Jaipur and Nathdwara via Toda Raisingh. I believe that survey has been completed. If this railway line is further extended, it will not only remove the backwardness of the area but also bring in additional revenue. I, therefore, urge the Government to extend it to Nathdwara.

With these words, I thank you.

SHRI R.S. KHIRHAR (Sitamarhi) :
Mr. Chairman, Sir, I rise to support the Demands for Grants of Railways which are being discussed in the House. The Railway Budget has been welcomed and praised because it has paid special attention to youth and working class. Many hon. Members have presented demands relating to their areas and I would like to follow suit.

I belong to Sitamarhi in North Bihar, which is on Indo-Nepal border and it is not only the birthplace of mother 'Sita' but also a source of inspiration for the Hindu culture since times immemorial. It is a famous religious place. People from far and wide come here to offer prayers. It takes more than 24 hours to travel a distance of 80 kms between the Capital of Bihar, Patna and Sitamarhi. Similarly, it

takes at least 12 hours to cover a distance of 33 miles between Muzaffarpur and Sitamarhi. There has been a long-standing demand for a railway line between Muzaffarpur and Sitamarhi and the former Railway Minister late Shri Lalit Narain Mishra had issued orders to conduct a survey of this route and had assured that the work would be soon completed. But I am distressed to say that in spite of drawing the attention of the Government repeatedly, nothing has been done in this regard. I, therefore, urge the Government to pay special attention to the area in view of its religious and strategic importance. Last September, the Nepalese Government constructed a national highway right upto the border and at that time the MPs of border areas had mooted a proposal that in view of Nepalese Government strengthening its security, our Government should also pay special attention in this regard. In this connection there was a demand to connect Muzaffarpur with Sitamarhi by rail and convert the Darbhanga—Narkatiaganj railway line into broad gauge. But no provision has been made for this in the current budget. The Railway Minister is present here and I would, therefore, urge him to pay special attention to these demands in view of the security of the country and religious sentiments of the people. Besides, I would request the railway department to construct a bridge at Chitauni which is on the border of Bihar and U.P. This would reduce the distance upto Delhi by half. The foundation-stone of this bridge was laid by late Prime Minister Shrimati Indira Gandhi but it seems that the Railway has forgotten her name. It is indifferent towards constructing such an important bridge which connects two States. I, therefore, request the hon. Minister to pay attention in this direction so that the bridge is constructed without further delay.

Besides, I demand to reconstruct the Bhoopathisabi—Nirmali railway line which was washed away by Kosi river and construct the above-mentioned bridge and convert the Darbhanga—Narkatiaganj narrow gauge line into broad gauge.

With these demands, I support the Railway Budget.

[English]

SHRI ATA-UR RAHMAN (Barapet) : Mr. Chairman, when I spoke in the Railway Budget last time I got only five or six minutes.

MR. CHAIRMAN : So, you have already spoken on the Railway Budget!

SHRI ATA-UR RAHMAN : I was not given sufficient time, I left out a very important point.

MR. CHAIRMAN : You have got four minutes time please. Please do not waste your time.

AN HON. MEMBER : He is a new Member. Let him speak, Sir.

SHRI ATA-UR RAHMAN : I will raise only one issue and the issue is not confined to Assam, my region. This is almost an all-India issue which is meant to set right the existing state of affairs of indiscipline, dirt and filth on the overcrowded railway platforms. Setting things right on the railway platforms will not cost anything. It would be on no cost basis. That is why the suggestion that I will be giving will not cost the Government anything.

The Railway Station Masters all over India particularly the big railway stations should be congratulated for converting railway platforms into dormitories of travellers. We have seen the conglomeration of beggars, lepers criminals and the way they have made the railway platforms their homes. I thought that this is a subject which is not only concerns Assam but it also concerns all the travelling public in India.

The reply that would be given by the Railway administration would be that "Yes, we have our railway platform

[Shri Ata-ur Rahman]

tickets. Nobody is allowed to go on to the railway platform but as all of you know, that rule is followed more in breach than in actual practice. I will suggest a very very simple suggestion. I do not know whether it will attract the attention of the public and the Railway administration and Railway Minister. We have seen that when we travel by air there is a particular point at the airports beyond which the travellers and the commuters are not allowed to go. Similarly if we introduce a system of segregating the genuine railway passengers from the people who go to see them off or receive them, and if we keep the beggars and lepers and non-travellers away and allow the passengers only on the railway platform, then I think a lot of improvement can be brought about. The solution lies in providing adjustable partition length-wise on the platform itself; so that those who are not travelling cannot go very near the train and they do not black space with their luggage and things. This is the problem everywhere on railway platforms. This solution will not cause the railway much money. I would request the Railway Minister to have a look at this and make travelling easier.

[Translation]

SHRI D.L. BAITHA (Araria) : Mr. Chairman, Sir, at the outset, I would like to congratulate the hon. Transport Minister for presenting a good Budget and also improving the working of Railways during his tenure. I do not want to repeat that there has been improvement in punctuality and working of railwaymen as well. The Transport Minister has managed to improve the working of Railway and thereby removed the apprehension in the minds of people that the working of Railways can never improve. Since he has taken over the charge, there has been continuous improvement in the Railways. This satisfactory improvement is an ample testimony of his abilities, and I wish him God speed in his future efforts in this regard.

I would like to draw his attention to two or three points. I congratulate him for conversion of Delhi-Katihar and Katihar Guwahati sections into broad gauge which indeed is a gigantic task. You have introduced a new train on that route. It is not Rajdhani Express but it is a type of Rajdhani Express. Shri Sontosh Mohan Dev has just said that the suffix "type" will now be removed and it will become full-fledged Rajdhani Express. It is a big task. Besides, we want that Nepal should be linked with Delhi through broad gauge. The railway line from Delhi to Katihar has been converted into broad gauge and similarly from Katihar to Calcutta Port which is the gateway for Nepal. But the railway line between Jogbani, which is gateway to Nepal, and Katihar—a small distance—has not been converted into broad gauge so far. I would request the Government to pay attention towards this in view of its policies that, with a view to providing infrastructure in backward areas, the policy of economically viable railway lines will not be followed. Besides, to meet the long-standing demand of Nepal to provide an access to Calcutta Port, this small strip between Jogbani and Katihar should also be converted into broad gauge.

17.00 hrs.

One thing to which many hon. Members have drawn attention is the absence of railway bridges at Chhitauni Bagaha. Similarly there is a need for constructing a bridge on Kosi river at Apathyali on one side of the river Nirmali on the other. The span of the proposed bridge is only 15 metres. In the absence of the bridge, the people have to cover a distance of 300 kms to reach the areas on either side of the river. The construction of this bridge, for which a survey has already been conducted, would eliminate the circuitous route. Although it has been said in the survey report that it would result in loss, we have to see whether on the whole the Railways will benefit from it or not and what are its long-term effects. If we view it from this angle we shall find that it will

prove economical. Therefore, these things may also be taken into consideration. Just now, you have said that a new train from Katihar to Barauni is being introduced. In this regard, I would like to request that the proposed train may be extended upto Patna as Patna is the capital of Bihar and there is shortage of trains from Patna to Northern Bihar. If this train is extended upto Patna, it will reduce the difficulties of the people travelling from Patna to northern Bihar. Capital Express was inaugurated by our late Prime Minister Mrs. Indira Gandhi. The people had high hopes about its punctuality, proper running and neat and clean compartments. This train starts from Patna in time but it is not understood why it does not reach Katihar in time.

17.02 hrs.

[SHRI SHARAD DIGHE in the Chair.]

Its compartments are so dilapidated that it is not understood why they are not repaired. I would request to pay attention towards their repair and proper maintenance. Some trains have diesel engines and although the number of crew, i.e., driver, attendants etc. in such trains is the same as in other trains, yet instead of ten compartments such type of train has only four or five compartments. Therefore, because of the paucity of space in the compartments, the passengers travel on the roofs. Many times passengers are left stranded for want of space, but the expenditure incurred by railways on running that train is full. When metre gauge lines were converted into Broad gauge by you, the numbers of metre gauge trains must have been reduced and compartments become surplus. Even if these compartments are in dilapidated condition, you may attach them to such diesel trains. It is necessary to pay attention towards this as running the trains with less number of compartments is not economical.

One more thing I want to say. The

entire requirement of railway spare-parts and other material is purchased from only big factories and industries. Small scale industries also manufacture such material and as per government's policy, they should also be encouraged. On a few occasions, I noticed as a Chairman of R.C.C., and if you want I can furnish the details, that there are some companies, which do not produce anything, they have no factories of their own, but they have registered themselves with you. They just purchase the material from the market, supply it to the railways and earn profit. I would like to know why you do not purchase directly from the producers. Today, in every field, these middle men are being avoided, then why are they being encouraged in the Railways? The matter should be looked into. I have some information about it and shall furnish it to you. One more thing I would like to say is that there is a lot of improvement in railway catering, and your working.

Now-a-days, there is talk of the introduction of double-decker trains to cope with the rush of passengers wherever the need will be. But if you seen in North Bihar, double-decker trains are already there because for want of the space in the compartments, people travel on the roofs. It is also seen now-a-days that if not half, at least one third of the total Railway Budget is spent on the expansion of railway in four big cities, i.e., Calcutta, Bombay, Delhi and Madras. These four metropolitan cities have formed a sort of rectangle. Previously it was also suggested, and the Railways had taken it into consideration, that a separate Railway department should be made to look after the railways in these four big cities. A separate Budget allotment should be made to this department so the rest of the Budget could be spent for railway development in other parts of the country. The railway in these big cities is being developed at the cost of the rest of the country which is very painful. I hope that you will pay attention towards these points during your tenure. Because, the bell is being rung again and again, I

[Shri D. L. Baitha]

conclude here and thank you and hope that Railway functioning will improve during your tenure and this trend will continue.

SHRI K D. SULTANPURI (Simla) : Mr. Chairman, Sir, in the first instance I would like to thank the Railway Minister for presenting a balanced Railway Budget. Hon. members have expressed their different views on the Budget. I come from Himachal Pradesh and Simla is my constituency. I have seen in the past that whenever some Railway Minister talked about new railway lines in Himachal Pradesh, for instance Shri Kamla Pati Tripathi, the then Railway Minister, he gave an assurance in his speech that in Himachal, new railway lines would be laid from Jagadari to Paonta Sahab and from Kalka to Parwanu and that survey to this effect had already been made. Thereafter, we conveyed this good news to our people, but till today no work has been started. I would, therefore, like to appeal to hon. Minister that at least our new line must be laid in that area because Nalagarh, Parwanu and Paonta Sahab are industrial areas. If you provide railway line even at one place, the people will benefit a lot.

A proposal has also been sent by Himachal Pradesh Government to the Railway Ministry for laying of Railway track from Nangal to Rampur. It is necessary, because all hydro electric projects which have been completed or are on-going are mostly in the interior of Himachal and it is very difficult to carry heavy machinery there. The provision of this railway line will ease the matter to a very large extent. The State Government has even agreed to bear the survey-expenses and payment of compensation for the land acquired for this purpose. Therefore, I urge the hon. Minister that an immediate arrangement should be made by the Railway Administration to lay a railway track from Nangal to Rampur via Bilaspur. Our State also has border with China. This line would be very useful to carry goods to the interiors of the State and would

also facilitate transportation of heavy machinery for the construction of various proposed dams.

I had said it in this House many times before that a railway track was already there from Ropar to Nalagarh in 1926. This railway track was built by the Britishers and trains were being run on it. In 1932, that line was dismantled but the bare track still exists. This line was laid to transport the stones from Nalagarh, the then princely state and to supply it to various towns upto Patiala. Later on Praja Mandal movement was started against these Rulers and this was the reason that this railway line was dismantled. In this connection I had received a reply from the then Railway Minister Shri Kamla Pati Tripathi that as the said railway track was dismantled as long ago as 1925 he could not take any action in the matter. I shall again request that a survey may be conducted in this respect and an estimate drawn. If this track is laid, the people of Himachal will be much benefited.

The members of Parliament from our side make only the speeches here but the Opposition members are most practical. When they were in power, they adjusted their own people by making encroachments. I cite an example. In my area, while going from Kalka to Simla, one will find that the land is entirely allotted to B.J.P. people for constructing shops. You can enquire into the matter. No allotment of land for building shops has been made to the poor.

In our hill area, the trees along the railway track have been applied deep cuts with a view to collecting resin. The roots of these trees go deep into the railway track. This practice should be stopped so that the trees and the railway track could be protected. In the case of encroachment of land, officers are also involved. I hope that our hon. Minister will pay attention towards it because whenever he takes up any work in hand, he carries out complete *Post-mortem*.

Our problem is that the land allotted on lease by the Railway to the poor people, has not been actually allotted to them. You please look into the matter how these rich peoples have grabbed that land for constructing their shops. They have got 20 shops but they have occupied the railway land in an authorised way. Those officers, who have leased out the land should be punished. An enquiry should be conducted into all these affairs.

As Shri Baitha Sahab has said, all the purchases of small items for the railways should be made through the small scale industries. The Nahan factory, which is located in our area and which used to supply items to railways, is lying sick. All the public undertakings are lying sick because most of the time, the workers remain on strike and do not work. I would like to submit that the railways at least should restore the practice of making purchase from the factories which are public undertakings so that the factory at Nahan which is very old, could run again.

I hope you will continue to improve the functioning of railways and bring about tremendous change in its working so that there is a fresh awakening in the country. I hope railway department will make progress under your and Shri Scindia Sahib's guidance and any shortcoming in its working will be removed.

With these words, I convey my congratulations to you.

SHRI PRABHAT KUMAR MISHRA (Janjgir) : Mr. Chairman, Sir, I congratulate the hon. Railway Minister for the achievements made by the Indian Railway and support the Demand for Grants for 1986-87.

Railways play an important role for the national integration and development. I hail from Bilaspur district of Madhya Pradesh. This district constitutes the biggest area of the State and is the biggest division of the Railway Zone.

You will be surprised to know that the track-utilisation in the Bilaspur division is the highest in the World. The Bilaspur division has contributed 45 per cent of the total revenue to the Zonal railway last year. This division contributes one fourth of the total income of the railways in the country. This region is a big one where coal, power and water are found in abundance. The N.T.P.C. and Korba are located in our region. Despite all these things, this area is backward so far as the railway facilities are concerned. It seems that Madhya Pradesh has got the railway lines because it falls enroute from Bombay to Calcutta or Delhi to Madras. Of course some trains have been introduced which show that some attention is being paid towards Madhya Pradesh. But the number of trains is less from the point of view of its area, its development and the minerals which are in abundance there.

Sarguja is the second biggest district of India from the point of view of population. Ambikapur is its headquarter. It should be linked by train.

Bilaspur station was constructed in 1890. There has been no change in its condition since then. It should be improved. Survey for railway line from Bilaspur to Mandla was conducted in 1940 but no construction work was taken up. If broad gauge line cannot be provided, then, at least, metre gauge line should be provided. The railway line is important from the point of military movement also. So work on that line should be started soon.

So far as the diesel and electric trains are concerned, the electric train is economical than the diesel train. Bilaspur division has sufficient power. The N.T.P.C. there produces sufficient quantity of power. An electric train should be run from Bilaspur to Korba. This train will run from the mines area to the Bilaspur headquarter for the benefit of the miners.

Shabdol Shuttle which runs between

[Shri Prabhat Kumar Mishra]

Bilaspur and Shahdol should be extended to Korba. Trains going towards South should be run through Raipur. Facilities should be provided in Kalinga and Utkal Express trains which link Delhi with Har- yana, U.P., Madhya Pradesh and Orissa. Members of Parliament also travel by this train. First class and A.C.C. coaches should be attached to these trains. If these trains are converted into super fast trains, they will take less time in reaching their destinations. Chhattisgarh Express should be started from Raigarh so that it may cover the whole of Chhattisgarh area.

There is need for the expansion of Korba railway station. Champa is the railway headquarter of Korba. The quota for reservation in trains like Bombay—Howrah or Utkal or Kalinga Express running from this station should be increased as the number of passengers travelling from this place is quite high. The halt station between Champa and Korba should be made a full-fledged station, and all the trains should stop there so that items of daily use are made available at cheap rates in Korba.

Special attention should also be paid towards railway-crossing and over-bridges. In Jairamnagar of the South-eastern railway, the students of primary and middle schools have to cross railway lines for reaching their schools. I have been drawing the attention of the regional office towards it continuously but no action has been taken so far.

The agencies like booking agencies and other agencies of the Railway should be allotted to unemployed graduates and women.

Housing is a great problem before the railway employees. Proper attention should be paid towards it. Just as at other places where housing problem is being solved through Housing Cooperative Societies, the housing problem of the railway employees should also be solved by forming cooperative societies at places having divisional offices.

As regards corruption, I would tell how loss is caused to Railways. At Kotami Sonar railway station in our area, dates are not put on tickets which are sold from there. These tickets are returned to the agent who sells them again.

Similarly, trains are stopped at outer signal of Raipur and coal is thrown there from the engines. The Railway suffer heavy loss from this pilferage of coal. It is well known that this is in the knowledge of the Railways and the Police. No action is taken in spite of its being published in the newspapers.

In the last, I would like to touch one point more. Unauthorized hawkers board the trains for selling goods. It causes inconvenience and insecurity among the passengers. I would request the hon. Minister not to allow the unauthorised hawkers to enter the trains for selling their goods so that the passengers may feel safe.

With these words, I convey my thanks to you Sir, and congratulations to the hon. Minister for presenting this Budget.

***SHRI A.J.V.B. MAHESHWARA RAO** (Amalapuram): Mr. Chairman Sir, I want to thank the Hon. Minister for Transport for introducing a train between Waltair and New Delhi. Ever since I became the Member of Parliament, I have been pleading repeatedly for introducing a train between Waltair and New Delhi. I am happy that a train has now been introduced from the 1st-April. I once again thank the Minister for this gesture. But Sir, I feel that it would have been better had an exclusive super fast train from Waltair to New Delhi been introduced.

The allocations made under various Heads are a bit surprising. For maintenance and repairs more amount has been allocated now. Instead of repairing the

***The speech was originally delivered in Telugu.**

bogies and engines and putting them into operation, it is better if new bogies and engines are manufactured and put them in use. The repaired bogies and engines go out of order immediately and again they have to be sent for repairs once again. So instead of wasting money on repairs, it is better if new engines and bogies are manufactured and put into operation. So efforts should be made to establish new factories for manufacturing coaches and engines. I hope the Hon. Minister would take note of this suggestion.

About Rs. 1104 crores are going to be spent on Fuel for this year. The world is in advanced state of science and Technology. New inventions are being made everyday. We, on our part, should try to introduce latest technology in running the Railways. If new methods are introduced we can bring down the expenditure on fuel for running the trains.

Sir, Steam engines are in operation even today. Steam engines are being extensively used in various routes. A lot of coal is being consumed by these engines. If the Steam engines are replaced by diesel engines we can save a lot of coal which can be used in industries. Many industries in the country are suffering for want of coal. So the coal conserved by utilising diesel instead of coal in Railways, we can divert that coal to our industries. The coal can be supplied to many small scale industries to boost our industrial output. I request the Hon. Minister to consider the suggestion of mine.

Sir, The Minister of Transport of Government of Andhra Pradesh had addressed several letters and sent memorandum to the Hon. Minister of Transport of the Central Government regarding many new railway lines. But no action has, so far been taken on the representations made by A.P. Transport Minister. A survey was ordered for Kakinada — Kotipalli line. But survey work has not yet been taken up. The population in twin cities of Hyderabad and Secunderabad has been increa-

sing very rapidly. We have requested the hon. Minister for Transport to introduce a circular railway to meet the growing demands of commuters. No decision has been taken so far to introduce circular Railway for the twin cities of Hyderabad and Secunderabad. I hope the Hon. Minister would take a decision in this regard soon.

Sir, there are level crossings at Eluru and Nidadavolu on Vijayawada, Rajamundry National highways. Since this route happens to be on the National Highway, the closure of gates at these level crossings are causing much inconvenience to the road traffic. Hence the construction of over bridges at Nidadavolu, Eluru town and at Otloor near Eluru town is very much necessary. Similarly there is a level crossing at Lalaguda in Secunderabad. The gates remain closed for most of the time due to the running of local trains causing traffic jam always. Hence the construction of overbridge at Lalaguda is very necessary. We have been pleading for these over bridges since a long time and I hope the decision to construct these overbridges would be taken up early.

The number of people travelling from New Delhi towards South has been increasing considerably. In view of this, Rajdhani Express should be introduced between New Delhi and Madras.

It is hightime to introduce computer system for efficient handling of our freight traffic.

A new line has been constructed between Bibinagar and Nadikudi. I request that this line be extended upto Nacherla. It will cut short the distance between coastal areas and the State capital. It will help the people of coastal districts of the state.

All the Members of Parliament hailing from Andhra Pradesh have been persistently demanding for the electrification of Vijayawada — Waltair route. Traffic is dense on this route. To meet the ever

[Shri AJVB Maheshwara Rao]

increasing number of passengers it is necessary to introduce few more trains on this route. I hope the Hon. Minister would consider this request positively.

More amount has been allocated under the Miscellaneous Head. The amount should be used for maintaining and keeping up the stations. Many of our Railway platforms are dirty and stinking. This amount should be utilised properly for maintaining cleanliness in our stations. The Government should watch the performance of station Superintendents and see that they carry on their job well. If it is done our stations will be clean and neat.

Sir, I conclude my speech thanking you for giving me the opportunity to speak.

[English]

DR. V. VENKATESH (Kolar) : Mr. Chairman, Sir, first of all I would like to say that the Railway Ministry has highly discriminated the South as a whole. Secondly, particularly, Karnataka has been ignored very much. There is a particular condition of railways in Karnataka. It has been divided into four segments. Whatever be the amount released for these segments, it is utilised by the different neighbouring States. Therefore, I strongly urge upon the Minister to see that there is a separate zone for Karnataka. I do not know why he is keeping quiet. Otherwise there will be discrimination.

Sir, I am coming from Kolar District of Karnataka State which is a backward District. Not only it is a backward District but it is also a drought-prone District. There is no broad-gauge railway line at present. Only narrow-gauge railway-line is there. That narrow-gauge railway-line is also an out-dated one. There is a diesel-car going between Bangarpet and Bangalore, which is an out dated one. I cannot understand why the Ministry is not coming forward to convert this out-

dated diesel car. It is not at all in good working condition. It may be because of the narrow-mindedness of the Railway Ministry towards Karnataka I cannot understand this. They should convert this narrow-gauge line into a broad-gauge line thereby enabling the backward Districts to come forward and join the mainstream of the country.

On the other hand, the diesel cars which are being manufactured in the Coach Factory in Karnataka and which are to run in Karnataka have been taken away to Gwalior, the constituency of the Minister of State in the Department of Railways. This is highly discriminatory. This is nothing but giving a step-motherly treatment to Karnataka.

The Minister's popular words are that "due to financial constraints" they cannot do this or they cannot do that. As far as the railway line between Madras and Bangalore is concerned, whether it is conversion or electrification, it will be done from Madras just upto the border of Karnataka and it will not be done in Karnataka. From Bombay side also the same thing is happening: upto the Karnataka border the work will stop. The financial constraints will come in their way! This is highly discriminatory which the people of Karnataka will not tolerate. The people of Karnataka have told us that there will be an upsurge throughout Karnataka if this continues. I am warning the Ministry: if the Ministry continues to act like this, then there will be a law and order problem throughout Karnataka. For how long will the people of Karnataka keep quiet? Therefore, I am urging upon the hon. Minister that he should not continue having this step-motherly attitude towards Karnataka. The Minister may give his usual answer that the Karnataka people have got the Wheel & Axle Plant and the Coach Factory. I am asking him for railway network for Karnataka. What has he done for providing the railway network? The railway network in Karnataka is negligible.

The popular words of 'financial constraints' are being used by the Minister again and again. He should understand that the people of Karnataka are put to hardship in the matter of direct travel between Bangalore and Delhi. There is not a single train running exclusively between Bangalore and Delhi. Even after so many years since independence, they have not come forward to provide an exclusive train between Bangalore and Delhi for the people of Karnataka. He may not provide big projects for Karnataka, but let him give at least this facility to the people of Karnataka.

I have another request to make. My constituency has got a narrow gauge connecting our district headquarters, Kolar District, to Bangarpet. The distance is only ten kilometres. The hon. Minister is leaving the House. He is not bothered about my constituency. This is the attitude, Sir. He was here when other hon. Members were speaking. Now he is leaving, thereby ignoring the people of Karnataka. This is highly objectionable. I am bringing it to your kind notice.

As I was saying, it is hardly ten kilometres between Kolar and Bangarpet. It is a narrow gauge. Let at least conversion of this line into broad gauge be included in this Budget. This is the minimum that I am asking from the Minister. By that, the district headquarters of my district will get connected to the mainstream of the country and it will be like opening a gateway towards progress.

I again urge on the Minister not to adopt a discriminatory attitude towards the people of Karnataka. If this continues, a law and order problem will be created in Karnataka and he will be held responsible if any untoward incident takes place there.

SHRI SHANTARAM NAIK (Panaji) :
Like my colleague who preceded me, I am also at a loss not to find the hon. Railway Minister to listen to the speech. Of

course, it is not physically possible for a Minister to keep on sitting all the time and take note of all the points made here. I would like to make a suggestion that the hon. Minister may put all our speeches into a computer and read the things and see what he can do in respect of those things.

I will be very brief. I now come to my points. As far as Goa is concerned, we have got air, rail, sea and road traffic throughout. Thousands of people come to that place daily as tourists. It is a wonderful place and it is well known for its international tourist traffic.

In such circumstances not having a proper railway is a thing which is a blemish. At present if one wants to go to Goa, he has to go to Miraj via Bombay and take another train to go to Goa. That is also a narrow gauge. Therefore, I would like to request the Hon. Minister to see that as far as possible the broad gauge survey with respect of Goa is done as early as possible.

I will just take him to Para-9 of his speech in which he has said.

"A survey from Mangalore to Udupi has been completed. Further survey beyond Udupi towards Madgaon from the northern end progress."

I think there is some mistake. It is not Roha, it should be Londa, if I am correct. Otherwise I will be at a great loss because if it is not Londa, I will not be getting my line. That may be considered.

He will always say that there is constraint of funds. But I would like to say that Goa became liberated in 1961. We have missed two Five Year Plans. So, the entire amount of the earlier Five Year Plans must be made available to us,

[Shri Shanta Ram Naik]

We also know that there is to a large extent corruption going on in Railways. I know that you are taking due steps. I think normally what is being done is to take some sort of minor punitive action. I would suggest that a machinery be established to take action under Prevention of Corruption Act. It involves a small and simple procedure whereby a small squad can catch persons red-handed and problems can be solved. If these things are done for which big machinery is not required, with a small squad of railways corruption can be curbed.

As far as other prosecutions are concerned, in Page—20 of the "Review of the safety Performance" it has been said that :

"Accidents are never caused deliberately. Railway, however, attach great importance to exemplary punitive action against those held responsible for accidents. During 1984-85, 51 employees were removed from service and 908 staff were awarded other punishments."

If they are given light punishment, no purpose will be served.

With respect to railway safety there is a 10-point programme of action. If this programme, which is developed by you, is implemented fully, then there will be a very good result.

Lastly, I would like to suggest that as far as the railway timings are concerned, the announcement on the TV must be made accurately. Supposing a train from Pune is coming to Delhi, then it is announced on the TV that :

[Translation]

Jhelum Express from Pune to New Delhi is likely to reach today at its fixed time.

[English]

Even the fixed timings of the arrival of trains are not given. This is not fair. It has to be announced clearly whether it is going to reach in time or not.

[Translation]

SHRI KALI PRASAD PANDEY (Gopalganj) : Mr. Chairman, Sir, I support the Demands for Grants of Railways for 1986-87. In this connection I would like to give some suggestions. Every Member speaks only on one aspect that the railway problem of their area is the problem of the country and I also want that it should be solved at the earliest. But I would like to ask the reasons due to which the projects of 1984-85 or earlier to that could not be completed in time while new projects were taken in hand. What is the justification of taking up new projects when the earlier ones have not yet been completed? Railways have a direct bearing on the development and the economy of the country. You can see that people have occupied vacant land around railway stations in an unauthorised way and have built shops there. If the railways build shops on that vacant land and rent them out, then it would have fetched good income to railways.

Corruptions and malpractices are rampant in railways. Unless the system of GRP is done away with, the corruption in the railways cannot be eradicated. It is good that the students have been given concessions in fare. But such persons have also been issued railway passes who do not deserve them. They have got the passes by wrong means. On the other hand, I had written a letter to you regarding issuing railway passes to freedom fighters and the editors of newspapers and journals but I got the reply that it was under the consideration of the Railway Ministry. Passes already issued to undesirable elements inadvertently or otherwise should be withdrawn and the freedom fighters and editors should be issued railway passes.

*SHRI R. JEEVARATHINAM (Arakkonam) : Mr. Chairman, Sir, while I extend my support to the Demands for Grants of the Railways for 1986-87, I wish to make a few suggestions.

In the Southern Railway having 6722 kms. of Railway track, Tamil Nadu has the longest length of Metre Gauge track to the extent of 3725 kms. It is not possible to convert MG track into BG track due to paucity of funds. But at least the MG track should be neglected as it is being done now. While on Broad Gauge we have 2273 diesel engines and 1233 electric engines, on MG track we have only 541 diesel engines and 20 electric engines. This means that an MG track we have more number of steam engines. This means that regular supply of coal has to be ensured. For Southern Railway the Coal has to come from northern States. This leads on many occasions to inordinate delay with the consequence of stopping passenger trains and goods trains in Tamil Nadu and Karnataka. The goods traffic is affected causing heavy loss of revenue to the States of Tamil Nadu and Karnataka. I demand that more number of diesel engines and electric engines should be supplied to MG track, particularly diesel engines. I regret to say that according to the statistics furnished in the Budget papers the diesel and electric engines for MG track, passenger coaches and goods wagons for MG track are not being manufactured at all. This is doing injustice to MG track.

In Arakkonam we have a very big railway workshop with more than enough infrastructures facilities. This workshop at Arakkonam should be expanded for manufacturing MG wagons.

In Arakkonam we have 20,000 railway workers who do not have adequate housing facilities. From the British days Arakkonam is known as the Railway town. I

suggest that Railwaymen Housing Finance Corporation should be started immediately and the railway workers should be given loans for construction of houses. The Railway will never be able to give housing facilities for all the 16 lakhs of railwaymen. But the Railways have plenty of land with them, which is presently under unlawful occupation at many places. With the loans from Railwaymen Housing Finance Corporation, the railwaymen should be permitted to construct houses on these railway lands. This will go a long way to enthuse the railway employees. The PAC of this House had some years ago presented a full report about the land availability with the Railways. This must be looked into by the Railway Minister and the needful be done.

The Railway yard at Arakkonam requires expansion as Arakkonam is the junction in its real sense having railway lines in all directions.

On 12.3.1986 the Congress—I M.Ps from Tamil had a meeting in the Parliament House and a resolution was passed in this meeting. A copy of this Resolution is being submitted to the Transport Ministry. The contents of this Resolution are that the Electric train which is now running between Madras and Arakkonam should be extended to Katpadi as there is already electric track upto Katpadi. I suggest that before the close of the Budget Session the Transport Minister should come to Arakkonam and flag off this electric train upto Katpadi. With these words I conclude my speech.

SHRI RAM PUJAN PATEL (Phul-pur) : Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to speak in the Demands for Grants of the Railways. I also thank the hon. Railway Minister who has done a commendable job and have brought about a remarkable change in the railways.

He has brought about a vast improvement with regard to punctuality in the running of trains which was in disarray for

* The Speech was originally delivered in Tamil.

[Shri Ram Pujan Patel]

sometime past. I submit that more attention needs to be paid to punctuality, protection and safety of trains. If trains run on time, it inculcates good feelings among the people. The passenger trains remain filthy. You must try to improve situation. The goods transported through goods trains are also pilfered. Attention to it should also be paid.

Today, many gangmen are working for the last 5 to 7 years, but their services are not being regularised. I request that their services should be regularised.

I want to draw your attention to Phaphamau railway junction which falls in my constituency, Phulpur. Ganga Gomti train which runs upto Lucknow does not stop there. Keeping in view the convenience of the public, this train should stop there. The pilgrims throng Phaphamau thrice a month for taking a holy dip in in the Ganga river as a result of which the station remains crowded. There is a need for the extension of the waiting room and the construction of an over-bridge on the road on northern side of the station, because the railway level crossing remains closed for hours together and the traffic is blocked.

There is a railway crossing No. 24-c on Allahabad-Varanasi railway line which is located near Uggarsainpur railway station. A railway employee should be posted there too to man it.

Sarju Express which runs between Allahabad and Faizabad must be given stoppages at Seveeth and Dayalpur railway stations. You have issued orders for its stoppage at Seveeth with effect from 1.4.86 and I thank you for that, but I request you kindly to issue orders for giving it a stoppage at Dayalpur station as well. This area is backward.

A large chunk of land alongside the railway line is lying waste. According to the Government order, tree plantation is going on there. My request is that the trees which yield fuel-wood should be

planted on that land. Today, fuel-wood is selling at Rs. 30 to 35 per mound due to which the people are facing a lot of difficulty. Therefore, more and more fuel-wood trees should be grown there. Planting big trees on that land is very harmful because such trees when uprooted in the storm would fall on the railway track and would block traffic.

An intercity train runs between Allahabad and Varanasi. There is an area named Handia Down Area in Phulpur constituency where a lot of carpet-weaving work is done. It is a trade centre. The people face a lot of difficulty to reach this area. I request that keeping in view the convenience of the public, arrangement may be made to give stoppage to Inter-City Train there.

The selection of Assistant Station Masters is done by the Railway Service Commission. The boys pass the examination but they fail in practical and as a result thereof they do not get any job. So much bungling is going on the practical examination there that those who offer bribe are passed. The boys who get 2 to 3 years' training as A.S.M. but fail in practical examination are rendered jobless. Also, they are rendered unfit for employment elsewhere. Sir, you can well imagine their plight. You have a very good reputation among the people. I shall request you that should such a situation arise, these persons should be absorbed in clerical grade by changing their category, so that they are not rendered jobless and their confidence in the Government is not shaken.

With these words, I support the Demands for Grants.

[English]

SHRI K. RAMACHANDRA REDDY (Hindupur): Before the hon. Railway Minister speaks, I have a request to make, I and a number of other hon. Members have given cut motions on the Demands

of Railways. Can we not have an opportunity to speak on the cut motions? Five minutes each.

MR. CHAIRMAN : That does not mean that you are entitled to speak. Everybody has spoken now and they must have spoken on those points also.

SHRI K. RAMACHANDRA REDDY : I want to mention certain matters pertaining to my constituency, my area specially.

MR. CHAIRMAN : It is not done... (Interruptions).

SHRI VAKKOM PURUSHOTHAMAN : Second Member of your party has also spoken without any time... (Interruptions).

SHRI K. RAMACHANDRA REDDY : Have I got the right to speak or not under the rules?

MR. CHAIRMAN : I am told that this is not the practice. Everybody who moves his cut motions is not allowed to speak necessary.

Now, the hon. Minister.

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : Sir, I am indeed grateful to the Members for their active participation and constructive suggestions. Many hon. members have given their spontaneous support and appreciation of the Railways' performance. I assure the House that the encouraging words which they have spoken will greatly inspire and spur the entire family to the railwaymen to take the Railway further along the road of higher productivity and efficiency.

Sir, the discussions on the Demands for Grants once again showed the concern of the hon. members in improving the passenger services, modernisation of the railway system, allocation of more funds for new lines, gauge conversions, metropolitan projects, etc. Sir, I have generally covered these aspects in my earlier speeches but

looking to the concern of the hon. members I will again briefly touch upon them.

Sir, there have been several demands to introduce more number of passenger services. As I have already explained in my reply to the Discussion on the Railway Budget, despite the shortage of resources and requirement of additional capacity for freight traffic, some new trains are going to be introduced. I will once again like to bring to the notice of this House that a project for manufacture of additional passenger coaches which has already been sanctioned and which will be going on—stream within a period of two years will provide us with a large number of coaches making it easier for us to introduce additional number of passenger trains. Sir, more than the introduction of new trains, our concern is to see that whatever trains we run, they should be punctual and safe. We are also keen to see that the coaches provided are kept in neat and clean condition and the railway passengers are provided with hygienic food and potable drinking water. Sir, as I have mentioned before, we are laying great emphasis on quickening the pace of rehabilitation of track, rolling stock and other equipment to reduce the incidence of their failure and to improve safety. As the House is already aware, the number of train accidents are on the decline and I assure the hon. members that we will try our best to maintain this trend.

Sir, several hon. members have demanded higher allotments for new lines, gauge conversions, metropolitan transport projects, etc. The Railways have been allotted an amount of Rs. 12,334 crores for the Seventh Plan out of which Rs. 2,050 crores have been allotted in the current year and for the next year an amount of Rs. 2,650 crores has been allotted.

Sir, I wish to explain to the House that this total investment is to be distributed amongst various Plan heads such as new lines, gauge conversions, doublings, computerisation, rolling stock, track rene-

[Shri Bansi Lal]

wals, electrification, workshops, etc. As the House is aware, out of the total outlay of Rs. 2,650 crores proposed for the next year, Rs. 1,250 crores have been earmarked for renewal and replacement of track, rolling stock and other over-aged assets. This leaves us with only Rs. 1,400 crores, which have to be distributed among various developmental works. Funds have to be allocated for rolling stock, traffic, facilities, etc. which are essential to lift the projected increased growth of traffic. There is then a need to modernise our workshops with a view to improve the availability and reliability of the Rolling Stock. Expenditure on electrification, computerisation, allocation for staff quarters and amenities for staff are other areas which take away quite a good share of the Plan outlay. We have, therefore, been able to provide only an amount of Rs. 100 crores for new lines and Rs. 50 crores for gauge conversions in 1986-87. For the Seventh Plan as a whole, the allocation for New Lines is Rs. 350 crores and for gauge conversions Rs. 150 crores. As against these allocations, outlays required to complete the already on-going projects of new lines and gauge conversions are Rs. 1,500 crores and Rs. 700 crores respectively. Thus many of these works would remain incomplete even at the end of the Seventh Plan. I am sure the Hon'ble Members will now appreciate our difficulty in acceding to the requests for constructing more new lines and undertaking gauge conversion works. Our anxiety is to first complete the on-going works.

Sir, looking to the prolific growth of commuter traffic in the Metropolitan areas and other important cities, I am one with the House that something has to be done speedily to increase the pace of development of Metropolitan Transport Projects. These projects are highly capital intensive. The Calcutta Metropolitan Transport Project will alone cost more than Rs. 900 crores. Sir, though the plan allocation for the Metropolitan Projects has, over the years, been successively raised, the amount allotted is still far below the requirements. This year Rs. —90 crores have been pro-

vided for all the Metropolitan projects put together. Of this, Rs. 84 crores have been allocated to the Calcutta Metropolitan Transport Project alone and the remaining Rs. 6 crores have been distributed among the rest. Sir, it should be quite clear with the limited resources available, no single agency will be in a position to undertake any meaningful planning and programming of metropolitan transport development. To my mind, no option is available except that the various agencies join together and fund these projects. The agencies which could actively participate in this regard are the regional development authorities, the State Governments, the municipal bodies and the large employers. For instance, in the construction of Mankhurd-Belapur Link, Maharashtra Government proposes to float bonds through CIDCO so as to finance part of the cost of this project. Similar arrangements could be put in motion for the other rapid transit systems. The matter is being pursued with the Ministry of Urban Development, the nodal ministry in this regard, to give a shape to this new approach.

Some Hon'ble Members of the House have expressed concern at the proposed import of some rolling stock by the Indian Railways. I shall explain the position in greater detail.

The electric locomotive currently manufactured at Chittaranjan Locomotive Works is of 1960 vintage. It is necessary to upgrade the horse power and technology of electric locomotives to meet the future traffic needs.

MR. CHAIRMAN : The time will have to be extended to complete the items. Is it the wish of the House to exceed the time limit?

THE MINISTER OF STATE IN THE
DEPARTMENT OF PARLIAMENTARY
AFFAIRS (SHRI GHULAM NABI
AZAD) : We will finish the reply.

SHRI AMAL DATTA : This is

detailed speech and contains so many points which have not been raised at all.

(Interruptions)

MR. CHAIRMAN : Let the Minister may go on his way.

SHRI BANSI LAL : For this purpose, a limited number of only 18 electric locomotives is being imported to keep the foreign exchange requirement to the minimum. After field trials, the most suitable technology will be imported into the country for the indigenous manufacture of the future 6,000 horse power electric locomotive.

18.00 hrs.

The diesel locomotive being manufactured in Diesel Locomotive Works is of 2,600 horse power, and is of 1960-design. In order to realise the benefits of higher fuel efficiency, high availability for traffic use, easy maintenance and high service reliability, it is proposed to import 50 locomotives so that technology transfer for manufacturing 4,000 horse power diesel locomotive can take place.

The coaches being manufactured in I.C.F. are based on a technology which was obtained in 1950s. In order to acquire capability for building modern high speed light weight coaches with latest features in suspension, braking, train lighting, air-conditioning, corrosion prevention and improved passenger comfort, 60 modern coaches are proposed to be imported on technology transfer basis. To start with, manufacture to the improved design will be undertaken at the Kapurthala Coach Factory, and subsequently in I.C.F.

There is no proposal for importing wagons, but in order to meet the challenge of the future traffic, Indian Railways are looking for a better bogie for use on goods wagons which should have features of higher service reliability, easy maintenance and reduced rail/wheel wear. With this in view, a small number of 1,800 freight

are proposed to be imported for extensive tests before a final selection is made. The House will thus appreciate that this import programme is only with the sole purpose to improve the quality of our rolling stock for future indigenous manufacture.

Sir, as the House is aware, on the Indian Railways, major use of computers has been identified in the areas of freight operations and passenger reservations. Computerisation of railway passenger reservations has been planned in a big way. The scheme is already under implementation in Delhi area. Plans have also been drawn up for a phase-wise introduction of computerised passenger reservations in other metropolitan cities in the Seventh Plan period. The computerisation of reservations in New Delhi has been welcomed by the travelling public as it has considerably reduced the queueing time and resulted in better wait-list management.

The freight management system will provide continuous monitoring of wagons and locomotives, and is expected to result in about 20% better utilisation. It will also bring about a marked improvement in the quality of service to the rail users. As the full implementation of the freight information system is likely to take a few years, it is planned to instal microprocessors in the yards, terminals and control offices to improve the wagon utilisation on the system.

Sir, Railway Budget for 1986-87 proposes only small increases in some passenger fares. In my reply to the discussion on 6.3.1986, I had explained that the proposed changes in passenger fares would yield an additional revenue of Rs. 76 crores. Out of this Rs. 7 crores will be used to make up for full dividend payment, and the remaining surplus of Rs. 6.9 crores will be necessary to service the works of passenger amenities, staff welfare and some other operating improvements which are chargeable to Development Fund. Sir, there could be several ways to create this surplus. Our anxiety, however, was to

[Shri Bansi Lal]

see that the changes in tariff do not hurt the common man or result in inflationary pressures, howsoever small they might be. Accordingly, we did not touch the freight and have proposed to secure this surplus through modest increases in some passenger fares. Sir, here also, we were cautious to see that most of the passengers do not have to bear burden even on account of this modest increase. While, therefore, formulating the Budget proposals, we have exempted Second Class passengers travelling by ordinary trains, and the monthly season ticket holders. I may bring to the notice of the hon. Members that the increase in respect of Second Class Mail and Express passengers upto 250 Kms. has been kept at 7.5% and beyond 250 Kms. at 5%. Sir, I wish to mention here that the basic fare structure on the Railways is telescopic and the impact of increase gets progressively reduced as the distance increases:

As a result of the telescopic structure, even after the increase in fares, second class Express fare per passenger per km. will be 11 paise on 100 kms., 7.6 paise on 1000 kms., 6.3 paise on 2000 kms. and 5.8 paise on 3000 kms. Taking specific pairs of points, the increases would be Rs. 4 per ticket from Delhi to Patna or Nagpur, Rs. 5 per ticket from Delhi to Bombay or Howrah or Secunderabad and Rs. 6 per ticket from Delhi to Guwahati or Madras.

Some Hon'ble Members have raised the point that the required surplus could also have been achieved through economies and without recourse to the proposed increase in passenger fares. I wish to inform the House that next year the Railways will, from their internal resources, be financing the annual p'an to the level of Rs. 1370 crores compared to Rs 1061 crores in the current year i.e. an increase of Rs. 309 crores. Looking at this as well as the increase in the dividend liability from Rs. 520 crores in the current year to Rs. 590 crores in the budgeted year, only Rs. 76 crores are proposed to be raised

through increase in passenger fares and the balance the Railways will be meeting through earnings from additional traffic and internal economies. I am sure the House will appreciate the tremendous efforts proposed to be made by the Railways for better management of manpower and other resources.

Sir, as I had informed the House during the Budget Speech, there has been increased activity in apprehending ticketless travellers. In order to minimise this evil, we are proposing stringent punishment for ticketless travel and unauthorised hawking on the trains and stations in the Bill for revision of Indian Railways Act that we shall be bringing before the House soon.

The Railways are fully conscious of the need for the elimination of corruption. In order to avoid harassment to the public and prevent leakage of revenue, the measures which we have recently intensified are:

- (i) Checks (including surprise checks and raids) at important Booking Offices/Reservation Offices, Parcel Offices, Goods Sheds and on some trains.
- (ii) Surprise checks to identify malpractices like overloading of wagons, mis-declaration and underweight of consignments.
- (iii) Special checks during the Summer and Pooja Holidays at important Reservation Offices and popular trains.
- (iv) Formation of decoy teams to trap and catch the corrupt elements red handed.

Although there is much to be done, I would like to assure the House that ever since the new Government took over, we have taken steps to greatly enhance activities of the Vigilance Organisation on the Railways, resulting in apprehension of

about 600 railway staff and 11 touts. More significantly, the level of action against delinquent officials has been sharply stepped up. For example, number of staff suspended and the number of staff taken up for major penalty in 1985 has been higher than the previous year by around 78 per cent and 160 per cent respectively. Besides doing prompt investigation of complaints, checks on high value tenders/contracts, quality of materials/work, store depots, auctions of scrap and disproportionate asset, were also intensified, with good results in nabbing corrupt officials.

The tempo will kept up in the future and it will be my constant effort to see that corruption is eradicated from the Railways.

Two hon. members from the opposition pointed out about the discrimination in their States. One was from Andhra Pradesh and one from Karnataka. None of the States was ever discriminated against the Central Government. In Andhra Pradesh, the House may recall that in my reply to the General Discussion on Railway Budget on 6.3.85, I had mentioned that out of the total outlay of Rs. 100 crores for new lines and Rs. 50 crores for gauge conversion in 1986-87, funds proposed for works located in Andhra Pradesh are new lines—Rs. 11.85 crores and gauge conversion—Rs. 5 crores. About 54 kms. of new line is expected to be commissioned in 1986-87. So, there is no question of any discrimination against any State.

The major "New Carriage Repair Shop for BG Coaches" is being set up at Tirupathi at an anticipated cost of Rs. 40 crores.

So, there is no question of ignoring Andhra Pradesh, and then Andhra Pradesh is going to have a very big steel plant. Even if it is discrimination, I do not know what will be the appreciation.

And, one hon. Member from Karnataka mentioned about discrimination again-

st Karnataka. I would like to point out here that in my Budget Speech also I mentioned about the wheel and axle plant worth about Rs. 146 crores that was established at Bangalore very recently.

And, an Inland Container Depot at a cost of Rs. 4 crores was established at Bangalore very recently.

If this is the state of affairs then, God knows what will happen to such pleaders of the State.

Again, a few years ago in 1983 another major project of Bangalore-Guntakal gauge conversion was completed at a cost of Rs. 53 crores in Karnataka. And they talk about discrimination. Ask them what they want.

MR. CHAIRMAN ; I shall now put the Resolution re : approval of recommendations made in the Third Report of the Railway Convention Committee, 1985, moved by Shri Bansilal to the vote of the House.

The question is :—

"That this House approves the recommendation made in paragraphs 10 to 13 and 15 and 16 contained in the Third Report of the Railway Convention Committee, 1985, appointed to review the rate of dividend payable by the railway undertaking to General Revenues as well as other ancillary matters in connection with the railway finance and general finance, which was presented to Parliament on the 21st February, 1986."

The motion was adopted.

MR. CHAIRMAN : The Resolution is adopted.

A number of cut motions have been moved by Members to the Demands for Grants (Railways) for 1986-87. Shall I put all the cut motions to the vote of the House together or does any hon. Member want any particular cut motion to be put separately?

SHRI AMAL DATTA : Separately.

MR. CHAIRMAN : Does any hon. Member want any cut motion to be put to vote separately?

No speeches. I will put them to vote separately. That is all.

SHRI K. RAMACHANDRA REDDY : I want to move my cut motion Nos. 73 to 74. Let them be put to vote separately. Also No. 86.

MR. CHAIRMAN : I will put them to the vote of the House separately.

SHRI K. RAMACHANDRA REDDY : I will just speak for two minutes on that.

AN HON. MEMBER : No, no.

SHRI BASUDEB ACHARIA : Why not ? It is the right of every member to speak.

AN HON. MEMBER : He cannot speak.

SHRI BASUDEB ACHARIA : Mr. Chairman, please allow him to speak.

SHRI K. RAMACHANDRA REDDY : I would like to speak for two minutes only. In Kadiri Taluk, of Anantapur district, there is necessity for a railway level crossing between Tanakal and Mulakala Cheruvu and there are some villages like Bisanvari-Palli to the eastern side of the line. People who have to go to those villages, they have to go to the main road which is to the west. I had been agitating for the opening of a railway level gate at that point. These villages are marooned in the rainy season sometimes and on the other side there is a river. They have to go there for agricultural operations, to go to the market and there is no other road, or line for them. When the matter was taken up with the Railway department they told me that the villages had to bear the cost of the gate. That will be about twenty to twentythree

thousand rupees. I think that this is very pre-posterous. How can five or six villages bear the cost of the gate which will be about twentyfive thousand rupees? If there is any such policy in the Railway department, I would like it to be reviewed. How can such facilities be provided to such villages otherwise?

Then coming to my cut motion No. 74, we wanted a new railway station at Balasamudram between Tanakal and Mulakala Cheruvu. In the absence of a station, villagers have to walk four to five miles. I therefore, wanted a new railway station to be provided at Balasamudram between Tanakal and Mulakala Cheruvu.

I request the hon. Railway Minister to consider these two requests.

SHRI BANSI LAL : I do not commit anything.

MR. CHAIRMAN : I shall now put Cut Motions Nos. 73 to 86, 95 to 112, 143 to 160 and 198 to 217 moved by Shri K. Ramachandra Reddy to the vote of the House.

Cut Motions Nos. 73 to 86, 95 to 112, 143 to 160 and 198 to 217 were put and negatived.

MR. CHAIRMAN : Now, I shall put rest of the cut motions to the vote of the House.

Cut Motions Nos. 1 to 66, 87 to 94, 164, 170, 226, 227, 234 to 249, 274 to 285, 301 to 306, 346 to 353 and 368 to 377 were put and negatived

MR. CHAIRMAN : I shall now put the Demands for Grants (Railways) for 1986-87 to vote.

The question is:—

“That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted

to the President of India out of the Consolidated Fund of India, to defray the charges that will come in the course of payment during the year ending the 31st day of March, 1987, in respect of the heads of demands entered in the second column thereof against Demand Nos. 1 to 16."

The motion was adopted.

MR. CHAIRMAN : I shall now put the Supplementary Demands for Grants (Railways) for 1985-86 to vote.

The question is:—

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to defray the charges that will come in course of payment during the year ending the 31st day of March, 1986, in respect of the heads of Demands entered in the second column thereof—Demands Nos. 1 and 3 to 16."

The motion was adopted.

MR. CHAIRMAN : I shall now put the Demands for Excess Grants (Railways) for 1983-84 to vote.

The question is :—

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended on the 31st day of March, 1984, in respect of the following Demands entered in the second column thereof—Demands Nos. 4, 9, 10 and 13."

The motion was adopted.

18.13 hrs.

APPROPRIATION (RAILWAYS), BILL 1986*

[English]

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : I beg to move for leave to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1986-87 for the purposes of Railways.

MR. CHAIRMAN : The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1986-87 for the purposes of Railways"

The motion was adopted.

SHRI BANSI LAL : Sir, I introduce** the Bill.

SHRI BANSI LAL : Sir, I beg to move†

"That the Bill to authorise payment and appropriation of certain sums from and out of the Consolidated Fund of India for the services of the financial year 1986-87 for the purpose of Railways, be taken into consideration."

MR. CHAIRMAN : The question is :

"That the Bill to authorise payment

*Published in Gazette of India Extraordinary, Part II, section 2, dated 13.3.1986.

**Introduced with the recommendation of the President.

†Moved with the recommendation of the President,

[Mr. Chairman]

and appropriation of certain sums from and out of the Consolidated Fund of India for the services of financial year 1896-87 for the purposes of Railways, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN : The House will now take up clause by clause consideration of the Bill. The question is :

"That Clauses 2 and 3, and the Schedule stand part of the Bill."

The motion was adopted.

Clauses 2 and 3, and the Schedule were added to the Bill.

MR. CHAIRMAN : The question is :

"That Clause 1, Enacting Formula and Title stand part of the Bill."

The motion was adopted.

Clause 1, Enacting Formula, and Title were added to the Bill.

MR. CHAIRMAN : The Minister may now move that the Bill be passed.

SHRI BANSI LAL : Sir, I beg to move :

"That the Bill be passed."

MR. CHAIRMAN : The question is :

"That the Bill be passed."

The motion was adopted.

18.16 hrs.

APPROPRIATION (RAILWAYS) NO.2
BILL, 1986.*

THE MINISTER OF TRANSPORT
(SHRI BANSI LAL) : Sir, I beg to move

for leave to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1985-86 for purposes of Railways.

MR. CHAIRMAN : The question is :

"That leave be granted to introduce a Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1985-86 for the purposes of Railways."

The motion was adopted.

MR. CHAIRMAN : The Minister may now introduce the Bill.

SHRI BANSI LAL : Sir, I introduce** the Bill.

MR. CHAIRMAN : The Minister may now move that the Bill be taken into consideration.

SHRI BANSI LAL : Sir, I beg to move** :

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1985-86 for the purposes of Railways, be taken into consideration."

MR. CHAIRMAN : The question is :

"That the Bill to authorise payment and appropriation of certain further sums from and out of the Consolidated Fund of India for the services of the financial year 1985-86 for the purposes of Railways, be taken into consideration."

The motion was adopted.

*Published in Gazette of India Extraordinary part II, section 2, dated 13.3.1986.

**Introduced/moved with the recommendation of the President.

MR. CHAIRMAN : The House will now take up clause by clause consideration of the Bill. The question is :

"That clauses 2 and 3 and the Schedule stand part of the Bill.

The motion was adopted.

Clauses 2 and 3 and the Schedule were added to the Bill.

MR. CHAIRMAN : The question is :

"That Clause 1, Enacting Formula and Title stand part of the Bill."

The motion was adopted.

Clause 1, Enacting Formula and Title were added to the Bill.

MR. CHAIRMAN : The Minister may now move that the Bill be passed.

SHRI BANSI LAL : Sir, I beg to move :

"That the Bill be passed."

MR. CHAIRMAN : The question is :

"That the Bill be passed."

The motion was adopted.

18.20 hrs.

APPROPRIATION (RAILWAYS) NO. 3 BILL, 1986.*

THE MINISTER OF TRANSPORT (SHRI BANSI LAL) : Sir, I beg to move for leave to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of

India to meet the amounts spent on certain services for the purposes of Railway during the financial year ended on the 31st day of March, 1984 in excess of the amounts granted for those services and for that year.

MR. CHAIRMAN : The question is :

"That leave be granted to introduce a Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1984 in excess of the amounts granted for those services and for that year."

The motion was adopted.

MR. CHAIRMAN : The Minister may now introduce the Bill.

SHRI BANSI LAL : Sir, I introduce** the Bill.

MR. CHAIRMAN : The Minister may now move that the Bill be taken into consideration.

SHRI BANSI LAL : Sir, I beg to move** :

"That the Bill to provide for the authorisation of appropriation of moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1984 in excess of the amounts granted for those services and for that year, be taken into consideration."

MR. CHAIRMAN : The question is :

"That the Bill to provide for the authorisation of appropriation of

*Published in Gazette of India Extraordinary, Part II, section 2, dated 13.3.1986.

**Introduced/moved with the recommendation of the President.

[Mr. Chairman]

moneys out of the Consolidated Fund of India to meet the amounts spent on certain services for the purposes of Railways during the financial year ended on the 31st day of March, 1984 in excess of the amounts granted for those services and for that year, be taken into consideration."

The motion was adopted.

MR. CHAIRMAN : The House will now take up clause by clause consideration of the Bill. The question is :

"That clauses 2 and 3 and the Schedule stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 and the Schedule were added to the Bill.

MR. CHAIRMAN : The question is :

"That Clause 1, Enacting Formula and Title stand part of the Bill."

The motion was adopted.

Clause 1, Enacting Formula and Title were added to the Bill.

MR. CHAIRMAN : The Minister may now move that the Bill be passed.

SHRI BANSI LAL : Sir, I beg to move :

"That the Bill be passed."

MR. CHAIRMAN : The question is :

"That the Bill be passed."

The motion was adopted.

MR. CHAIRMAN : The House stands adjourned to reassemble tomorrow at 11 A.M.

18.25 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, March 14, 1986/ Phalgura 23, 1907 (Saka).