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Thursday, March 5, 1987
Phalguna 14, 1908 (Saka)

LOK SABHA DEBATES **(English Version)**

Eighth Session
(Eighth Lok Sabha)



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LOK SABHA SECRETARIAT
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LOK SABHA DEBATES

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LOK SABHA

Meghalaya, Mizoram, Nagaland, Orissa, Rajasthan, Sikkim and Tripura are below the National Average.

Thursday, March 5, 1987/ Phalguna 14, 1908
(Saka)

[Translation]

SHRI PRATAP BHANU SHARMA : Mr. Deputy Speaker, Sir, the hon. Member has asked the question in Hindi.

The Lok Sabha met at Eleven of the Clock.

SHRI RAJESH PILOT : I would answer the Supplementary in Hindi.

[MR. DEPUTY SPEAKER: *In the Chair*]

ORAL ANSWERS TO QUESTIONS

[Translation]

National Average of Length of Pucca Roads

*123. SHRI K.N. PRADHAN : Will the Minister of SURFACE TRANSPORT be pleased to state.

(a) the National average of length of pucca roads per hundred square kilometres ; and

(b) the names of States which are below this National average ?

[English]

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) The National average of the surfaced length for the Country is 22.24 Km per 100 Sq. Km of area.

(b) The States of Arunachal Pradesh, Assam, Bihar, Himachal Pradesh, Jammu & Kashmir, Madhya Pradesh, Manipur,

SHRI K.N. PRADHAN : Mr. Deputy Speaker, Sir, the hon. Minister has said that the national average of the surfaced length is 22.24 kms. Madhya Pradesh has the lowest average of 12.8 kms. among all States except the hill States although it has the largest area. According to the provisions of the Seventh Five Year Plan, there will only be 1 per cent increase in the average of Madhya Pradesh. Does not the hon. Minister realise as to what would happen to a State, which has the largest area, which is dacoit-infested, where the Adivasi areas are predominant and where the growth centres have no provision for roads as yet, in case such imbalances remain even after the Seventh Five Year Plan ? Would the hon. Minister consider the proposals sent by the Government of Madhya Pradesh regarding the growth centres and the dacoit infested areas ? Similarly, the condition of the coal mine areas is also deplorable. The Coal Cess has also not been released. In the Sixth Five Year Plan separate allocations were made for the Adivasi areas. Would you consider further allocations for all these things ?

SHRI RAJESH PILOT : Mr. Deputy Speaker, Sir, the hon. Member is right in saying that the average of Madhya Pradesh

is very low. However, the areas which he has mentioned i.e. the dacoit infested areas, the tribal areas, are all under the Department of Rural Development. Only National Highways come under my Department.

..... (Interruptions)

SHRI MURLI DEORA : Regarding the dacoits... (Interruptions)

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : All are not dacoits. There are dacoit infested areas. (Interruptions).

SHRI RAJESH PILOT : The Madhya Pradesh people have clarified. Mr. Deputy Speaker, Sir, it is a State subject. The roads in the States are constructed by the State Governments. All Central Government programmes are also formulated in coordination with the State Governments. However, I would certainly convey the concern expressed by the Member to the Government and we would try to provide whatever assistance the Central Government can provide in this regard.

SHRI K.N. PRADHAN : Mr. Deputy Speaker, Sir the hon. Minister has said that only National Highways come under him. I would like to ask about the same. There was one National Traffic Policy Committee which had recommended 8 National Highways for Madhya Pradesh. In the last 20 to 22 years the roads in the State have not been declared as Highways especially the road from Ubhyadullaganj to Nagpur about which the Centre had given assurance that it will be declared as a Highway. It is not going to cost anything as well. Would the hon. Minister kind declare it as a Highway ?

SHRI RAJESH PILOT : Mr. Deputy Speaker, Sir, it is true that we do not have adequate number of National Highways in our country. After independence we have not reached even an average of 32 kms. when our country's requirements are much more. Every State has its own requirements. It is also true that Madhya Pradesh has requested for 8 Highways. But the main difficulty before the Government is the shortage of resources. It is possible that the

Planning Commission may pay attention to this Department this time. A proposal is under the consideration of the Government in this connection which has been forwarded to our Department for mobilisation of resources. We are thinking of setting up a National Highway Authority for mobilising resources and we are trying to bring a Bill in the House, very soon in this regard so that the Government has not to bear the entire burden of Highways and we may generate additional resources from other sources.

So far as Madhya Pradesh is concerned, it is true that a request for 8 Highways is pending with us. But due to resource constraints we have not been able to do anything for any State. This applies not only to Madhya Pradesh. In Andhra, Tamil Nadu, Uttar Pradesh and also elsewhere the situation is the same.

[English]

SHRI P. KOLANDAIVELU : Sir, with regard to the national average you have stated it is 22.24 kilometres per hundred square kilometres area. What is the international average with regard to this ? I understand that it is more than 40 km. But we are not up to the standard of the international level and some of States are not even up to the national average. My submission is that there are so many roads which are being maintained by the State Governments, there are State roads, highway roads, rural roads and also weather-proof roads and roads which are being maintained by the States. Are these also included in the 22.24 kilometres ? That is one.

Secondly, is there any programme of laying express roads, just like in foreign countries with the Government now ?

SHRI RAJESH PILOT : As far as the international figures are concerned, I have two figures, one for the developed countries and the other for developing countries. In the developed countries the figure is roughly about 60 km per hundred square kilometres area. From 1881 to 2000 we have also projected a scheme the Government and if that plan is executed, if the resources are given, we will also touch 47 kilometres per hundred square kilometres area.

As far as the express way are concerned, we have already initiated the Baroda and Ahmedabad express ways; we tried with some private entrepreneurs and some other people who could take up this and charge the toll tax. If the Government does not have the resources we did open up the sector to other people who could come up with their offers. But unfortunately no significant offers have come from anywhere.

SHRI P. KOLANDAIVELU : Are you offering to the private people ?

SHRI RAJESH PILOT : We are offering even to them. We could not afford, from own resources. We said that they could charge toll tax, but they should give better facilities to the public. Even that offer has also not been very encouraging. The Government is very anxious about it and worried about it.

We are coming out with the National Highway Authority. We may have some additional resources to the Department and we will come out with some more schemes which will be beneficial to the citizens.

[*Translation*]

SHRI PRATAP BHANU SHARMA : Mr. Deputy Speaker, Sir, no one can deny the growing importance of roads in our country whether it is from the point of view of national unity, the development of tourism or the development of the means of transport for the progress of our country. I want to know from the hon. Minister as to what is the position of roads in the Government's list of priorities and what schemes have been formulated for the future under the Seventh and the Eighth Five Year Plans? The hon. Minister has said that the Central Government is concerned with the National Highways. The Central Government has a scheme under which it gives 50 per cent of the amount as grant and 50 per cent as credit for the development of the Highways which are important from the economic point of view. In this connection, I would ask as to how many proposals have been sent by Madhya Pradesh and how many have been sanctioned under the above mentioned scheme during the Seventh Five Year Plan?

SHRI RAJESH PILOT : According priority to an item in itself denotes its importance.

So far as roads are concerned, I have myself said that it affects the economy of our country a great deal. We are also making efforts to reduce the pressure on roads by providing inland waterways for which we do not require much resources. However, so far as priorities are concerned, we are trying to mobilise maximum possible resources and we want to utilise the amount for the roads under some or the other programme be it E and I scheme or the Rural Development Programme. You can yourself see that more funds have been allocated for this purpose under the I.R.D.P. and N.R.E.P. programmes. The hon. Member has enquired about those schemes for which 50 per cent of the amount is given as credit and the remaining 50 per cent as grants. Information regarding Madhya Pradesh is not with me at present, I would inform the hon. Member separately.

[*English*]

SHRI AJOY BISWAS : The average roads per 100 sq. kms. in North Eastern Region is 6 kms when the national average is more than 20 kms. So the North Eastern Region has been neglected in regard to construction of roads. In Tripura there is only one National Highway i.e. 44 Assam-Agartala National Highway. The State Government has been writing to the Ministry time and again to repair this road. Recently even the Vice-Chairman of the Planning Commission has written to the Ministry to take up this matter. So my specific question is : what are the plans and programmes in the Seventh Plan for the construction of roads in the North Eastern Region and what the Ministry is doing to repair the 44 National Highway?

SHRI RAJESH PILOT : As I have mentioned, the idea is to have good roads. The idea is not to declare every road as a national highway. Government has decided that whatever national highways we have, they should be of standardised national highways. There is no idea to declare every road as a national highway when it does not give facilities to the citizens. The hon. Member has put the question that the

North Eastern Region has less number of national highways. That is why, North Eastern Council has been given extra funds and it has taken some of the decision in recent months. Whatever decisions NEC has taken on this and whatever proposals Government have in the Seventh Plan, I will supply that information to the hon. Member.

[Translation]

SHRIMATI VIDYAVATI CHATURVEDI : Mr. Deputy Speaker, Sir, the hon. Member who spoke before me has mentioned that the Government of Madhya Pradesh has sent a proposal for declaring 8 to 10 of its roads as National Highways. One of these roads is the road from Gwalior to Rewa via Khajuraho. This is a very important road. Khajuraho is a world famous tourist spot and Gwalior too is a famous tourist place. Further, there is a similar demand for a road from Rewa to Allahabad. I want to submit that none of the proposals for this road and for the roads in some areas, which have a more acute problem of dacoity like Chattarpur and Tikamgarh in Bundelkhand district for which there is a Central scheme to provide special facilities for road constructions, has been accepted. I want to know whether after considering our proposal sympathetically, some roads in these areas would be declared as National Highways?

SHRI RAJESH PILOT : Mr. Deputy Speaker, Sir, as the earlier hon. Member has been told, the hon. lady Member would also be informed separately about the decision on the proposals of the Government of Madhya Pradesh regarding those 8 roads. So far as the dacoit infested areas are concerned, the Department of Rural Development is dealing with this subject at present. I would inform as to how many roads have been sanctioned after getting the information from that Department.

SHRI CHARANJIT SINGH ATHWAL : Mr. Deputy Speaker, Sir, I want to submit that there is only one line for transportation of goods from Ludhiana to Delhi. The problem of Himachal Pradesh, Haryana, Punjab and Jammu and Kashmir is that of transportation. Wheat has accumulated

in the godowns of Punjab and Haryana. But there is only one road and one railway line as a result of which it cannot be transported to this side. Similarly, in Himachal Pradesh and Jammu and Kashmir also from fruits are lying in abundance but there cannot be sent here due to inadequate transportation facilities. It is time for the next rabi crop in Punjab and Haryana but it would be difficult to store fresh grains. I want to submit that wheat cannot be transported to places where it is required. In the absence of transportation to places where it is required. In the absence of transportation, the fruits in Himachal Pradesh and Jammu and Kashmir are getting damaged.

I want to know whether the road linking Punjab with Delhi would be doubled and if there is any such proposal, then when would this task be completed? This would help in the speed transportation of wheat and fruits different parts of India.

SHRI RAJESH PILOT : A proposal is under the consideration of the Government to expand this road four fold in stead of doubling it because the Highway between Delhi and Amritsar is very important. The Planning Commission is considering over the above proposal. I cannot say by when it would be completed. I would, however, tell you about the targets which have been fixed. It is an important road link and the Government is getting it completed.

[English]

SHRI SURENDRA PAL SINGH : Sir, may I know from the hon. Minister as to what percentage of this national average comprises of those which serve as the village link road. Does it serve entirely and exclusively or what percentage of rural segment or our population is served?

SHRI RAJESH PILOT : Sir, as I have said, I have the figures of the total country. For giving information for each sector, a separate notice will be required. But I will supply this information to the hon. Member if he is interested in knowing it.

MR. DEPUTY SPEAKER : Next question. Shri R.M. Bhoje.

[Translation]

SHRI GIRDHARI LAL VYAS : Mr. Deputy Speaker, Sir, I have not been permitted to ask a question.

[English]

MR. DEPUTY SPEAKER : I will give you some chance. I cannot give chance to all now. How can I ?

[Translation]

SHRI GIRDHARI LAL VYAS : As I have not been permitted to ask a question I am walking out.

[The hon. Member then left the House]

[English]

Programme to Control AIDS

+

*128. SHRI UTTAMRAO PATIL :
PROF. RAMKRISHNA MORE :

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

(a) the number of AIDS cases so far reported and which States ;

(b) whether any national level programme has been launched by Union Government to control AIDS cases and if so, what are the details thereof stating the Central allocation for the implementation of the programme and the amount actually spent alongwith result achieved ; and

(c) if not, the difficulties in launching of AIDS control strategy ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (c) A statement is given below.

Statement

6 cases of AIDS have so far been reported, as under :

Gujarat	—	1
J & K	—	1
Andhra Pradesh	—	1
Maharashtra	—	2
Delhi	—	1

Five persons detected as full blown cases of AIDS have died. The surveillance figures have so far indicated 86 cases of AIDS infection.

The steps being taken by the Government are as under :—

(1) 27 Surveillance centres have been established in the country to screen high risk group. In addition, 4 referral centres where higher level diagnostic facilities for AIDS are available, have been set up.

(2) Restrictions have been imposed for import of blood and blood products without AIDS Clearance Certificate.

(3) All the State Health authorities/Hospitals/STD clinics have been alerted to look for AIDS cases.

(4) All the blood banks have been instructed to screen the professional blood donors.

(5) All the State Health authorities have been advised to ensure strict sterilisation practices in hospitals and clinics or to use pre-sterilised disposable syringes and needles as far as possible.

(6) Guidelines have been sent to all the State Health authorities for health care personnel.

(7) All the mass media channels have been involved in educating the people on AIDS, its nature, transmission and prevention.

(8) Instructions/guidelines to the State/Union Territory health authorities have been issued for medical examination including that for AIDS for foreign students being admitted to Indian Universities.

These activities are periodically reviewed and appropriate remedial and intervention measures are taken.

There is an allocation of Rs. 50.00 lakhs for the programme during the year 1987-88.

So far, the following expenditure has been incurred by the government on AIDS control programme ;

1. Purchase of Elisa tests kits, chemicals and reagent	US \$ 394276 (Rs. 51,25,588)
2. Health education activities	Rs. 40,85,000 ----- Rs. 92,10,588 -----

[Translation]

SHRI UTTAMRAO PATIL : Mr. Deputy Speaker, Sir, at the end of the reply it has been stated that instructions have been issued for medical examination of the foreign students who come here for education. I want to know whether this medical examination is for the African students only or it is applicable to all foreign students? Is it compulsory for foreign tourists also? Are those Indians who return from abroad also examined or not?

[English]

KUMARI SAROJ KHAPARDE : Sir, the hon. Member was asking certain questions about the African students. I would like to tell him that the Government is not biased to African students. Even Indians are subjected to AIDS test. So far about 32,000 cases have been screened and there only 1,000 African students.

With regard to his second supplementary that he was asking, I would like to answer that we do not take any hasty decision while examining this question from all angles. I may add that national interest is always kept in mind.

DR. DATTA SAMANT : Sir, it is not a question of being biased to anybody it is a question of such a harmful disease spreading in our country. Whenever any Indian goes to any other country, I think there is always testing for tuberculosis and other disease and it is a compulsion to bring certain certificates. Even for yellow fever—it is a compulsion in order to control it. I mean this disease should not spread in the country. Any foreigner coming over here, either he should bring a certificate, or

whenever he comes here the test should be conducted. In quarantine, you can keep him for one day and then you can do it. Therefore, it is not the question—who likes and who does not like. But if such disease spreads in our country, I think it is going to be so much chaos, I think it is more than Africa here because here there is so much population and illiteracy regarding sex relationship.

MR. DEPUTY SPEAKER : Not only Africa. What about the United States also. It is the same thing. Why are you discriminating against African people only?

DR. DATTA SAMANT : That is why I am asking.

(Interruptions)

MR. DEPUTY SPEAKER : That is why I am saying also—do not bring in Africans only.

DR. DATTA SAMANT : For any student coming from any country it should be compulsory.

(Interruptions)

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P. V. NARASIMHA RAO) : I have clarified myself. There is no question of any discrimination. Many students are coming from one country or another, one continent or another. All students coming from outside for studies here are subjected to exactly the same test.

MR. DEPUTY-SPEAKER : Regarding tourists.

SHRI P. V. NARASIMHA RAO : About tourists there are some difficulties. WHO itself is of the opinion that we cannot really spread it to all over the tourists because this will have repercussions on our tourists going abroad. This is a matter which needs further consideration. It is not that the question is closed. We are starting with the students because they come and stay here for one year, two years, three years. Therefore, the danger in the case of students appears to be a little more.

In the case of tourists it is a reciprocal matter. We have to look into it more carefully. WHO has told us that this has not been done by any other country so far. We have to be a little more cautious about it.

DR. DATTA SAMANT : Tourists coming from abroad can spread yellow fever.

SHRI P.V. NARASIMHA RAO : But not AIDS. Yellow fever and other things, we are all insisting. But this question pertains to AIDS.

PROF. MADHU DANDAVATE : What is reciprocal, Sir ?

SHRI G. G. SWELL : I am sure the Minister is aware that the question of contracting AIDS does not depend on the length of time that a person stays at a particular place. One casual contact is enough to transmit AIDS. The Minister of State says that she was not biased to the African students. I think she is not biased against the African students.

SHRI P.V. NARASIMHA RAO : That is what she meant.

SHRI G.G. SWELL : I am happy that the Minister has clarified that he is not making any discrimination.

KUMARI SAROJ KHAPARDE : I would like to give information to the House. Just a couple of days ago the African students—three persons delegation—came to me and they met me. At that time I also told them that there is no bias against them.

SARI G. G. SWELL : I am happy that she has reiterated what the Minister has stated. I would like to know why is it that these boys—the African students—feel so agitated about it that it that they went to the extent of accusing us of being racists. If you do not have any bias, there is something wrong in the way in which you are administering this policy.

SHRI P. V. NARASIMHA RAO : Why are they feeling about it, why are they saying that—to these the answer is supposed to come from me !

SHRI G. G. SWELL : There are other students in this country. They do not feel agitated. Why do the African students feel agitated about it ? There must be something about it. If the Minister says, he does not know, then it is time that he should know

(Interruptions)

SHRI G. G. SWELL : There is an AIDS care all over the world. But the way in which you go about it has to be weighed against other things—our relations with the African States.

SHRI P. V. NARASIMHA RAO : This is very strange situation. On the one side we are told that we have to tighten up everything it is a very deadly disease. We have to do everything to see that it is screened properly. On the other side, when some screening is done, this is what we hear. It is also a fact that the largest number of students come from Africa, so the largest number of tests would be done on African students. So far as the duration of stay is concerned, I know that a casual contact can also infect a person. But over a longer period, the possibility of the number of casual contacts also increases. That is what I also wanted to say. I mean there is nothing more than that. The point is that we go step by step. Here is a case where students can come, where students come and stay here for some length of time, there is a greater possibility. The W.H.O. says that it has not been done against tourists anywhere. So we are also considering whether we should still do it or not. It is a matter to be considered at the national level and a decision is to be taken.

AN HON. MEMBER : Over a longer period or time, the contact does not remain casual.

(Interruptions)

[Translation]

SHRI MADAN PANDEY : Mr. Deputy Speaker, Sir, AIDS seems to be a new term and a new disease. There are possibilities of contacting this disease because the people are ignorant about it. Keeping the aforesaid in view, has the Government formulated any

plan to educate the people so that they may become conscious about it and are able to protect themselves from becoming its victims ?

KUMARI SAROJ KHAPARDE : Mr. Deputy Speaker, Sir, efforts are on to educate the people on this subject. We are making every effort to educate people from time to time. I request you that keeping in view its seriousness, efforts may be made to convince the people in this regard and they may take necessary precautions against it.

SHRI BALKAVI BAIRAGI : Mr. Deputy Speaker, Sir, I would request hon. Shri Rao to change its name and call it 'Madan disease'.

[*English*]

SHRI DIGVIJAY SHINHA : Sir, we are fortunate that this disease has not prevailed in this country and it not originated, not prevailed in this country. I am sure of this. But we have all the possibilities because of the society being poor and perhaps not so strong in resistance that if ever it came, we would be the most susceptible persons. Therefore, may I know from the Government whether special initiative will be taken by the Government on the platform of the WHO to create an impact internationally of putting better controls on the movement of all the people, whether they are tourists or students or whatever from those 10 countries from Africa plus the United States of America where this disease has spread, to control their movement round the world.

SHRI P. V. NARASIMHA RAO : I think the W.H.O. is seized of this matter. We will also discuss with them. We are in the process of discussion. But the only thing is that this cannot be traced only to poverty. We know while poor countries are affected, rich countries are even more affected. So this is something in the realm of research still—what exactly are the factors of infection, one seems to be sexual intercourse and the other seems to be even casual contacts, etc. So, it is still largely a matter for researchers and naturally no cure has been found so far. The W.H.O. and all the countries concerned would have

to continue their efforts—on all these aspects.

[*Translation*]

DR. CHANDRA SHEKHAR TRIPATHI : Mr. Speaker, is prevalent Sir, many people of European originate living in India and this disease on a large scale in Europe. Hence, would the Government examine them medically so that those who are affected by this disease are sent back ? Otherwise this disease can spread rapidly in our country.

SHRI P. V. NARASIMHA RAO : Mr. Deputy Speaker, Sir, fortunately this disease has not spread as yet. There is apprehension of its spreading. Efforts are being made to prevent that.

[*English*]

SHRI CHINTAMANI JENA : The hon. Minister in her statement has stated that all the State Governments and the Health Department are advised to take preventive measures on this issue.

May I know which are the States which have not yet taken up this programme and also may I know whether there are some States who have expressed their inability due to constraint of resources to implement it, and may I also know from the hon. Minister what are the age groups in which this disease is mostly contracted ?

SHRI P. V. NARASIMHA RAO : Sir, guidelines have been given. Literature like this, very well brought out, well documented giving all the details, has been sent to all the States. Now, we will have to take up with each State if they have any difficulty in implementing it, how they can be helped. But at the moment I do not have the figures or the details of which State has said that they do not have the money for it. It does not really require a very large amount of money to start with.

(*Interruptions*)

PROF. MADHU DANDAVATE : Sir, AIDS has affected the House for 15 minutes!

MR. DEPUTY-SPEAKER : That is why they want some aid !

PROF. N. G. RANGA : Why don't you distribute the literature to all the Members ?

(Interruptions)

SHRI P. V. NARASIMHA RAO : I take the message, Sir. Prof. Ranga has said that I must distribute it to all the Members.

(Interruptions)

[Translation]

DR. PRABHAT KUMAR MISHRA : Mr. Deputy Speaker, Sir, according to the reply laid on the Table of the House, cases of this disease have been reported from Gujarat, Jammu and Kashmir, Andhra Pradesh, Maharashtra and Delhi. Is the Government aware that a case had been reported in Bilaspur in Madhya Pradesh which was investigated by a police team from Calcutta ? It was reported that a woman was suffering from AIDS but we have no further information about the case because that woman has been missing and has not been traced so far. Has the Central Government any information regarding this case and have the whereabouts of that woman been known ?

SHRI P. V. NARASIMHA RAO : So far we have no information about this case and that is why it has not been mentioned in the reply. I would make efforts to find out about it. Whatever information we have is complete in itself. We get reports every day. I would try to look into the details of the case which you have mentioned just now.

[English]

SHRI SARAT DEB : I want to know from the hon. Minister that instead of only the contact, whether it is a fact that this is also apprehended through transmission of blood. If this is so, then what measures the Government proposes to take in order to test the blood which comes from the blood banks. *

SHRI P. V. NARASIMHA RAO : Sir, this is also one of the elaborate guidelines given to blood banks through the State Governments, but it will be appreciated that

this has to be done, the AIDS test has to be done when the donor comes for donating the blood. Now, we have what are called professional donors in this country, they go on donating blood. Now, those are high risk groups, they are already being covered. For a casual donor what needs to be done is still under consideration. I believe that even for casual donors some kind of rough and ready tests would have to be taken. All these things are under active consideration.

So far as the needles are concerned, as we know, the needles and Syringes can create conditions of infection. We cannot really switch over to the new disposable needles which are used only once and then thrown away. All over the country it cannot be done. So, until such time the country can afford it, we will have to think of much better, much more effective methods of sterilization. Those guidelines also have been elaborated, and I believe that there is a lot of improvement in sterilizing the needles after the guidelines have been given.

SHRI DINESH GOSWAMI : I do not think we should get scared of AIDS. But as the hon. Minister has said that contact is also a source. Has it come to the notice of the hon. Minister that a large number of second-hand garments, particularly worn by the foreign people, are being sold in the open market and if they create some problems, is the Government contemplating some regulations regarding this ?

SHRI P. V. NARASIMHA RAO : Sir, this is a very rich source of scare.

PROF. MADHU DANDAVATE : Do not take away everybody's garments.

(Interruptions)

SHRI P. V. NARASIMHA RAO : I do not think we can start with the garments. It is known, through what sources the infection spreads and I think we should concentrate on those few sources rather than garments, second-hand garments, at the moment. I am not sure—nobody has told us so far—that second-hand garments can bring in AIDS.

SHRI G.G. SWELL : By casual contact, I mean, casual sexual contact.

SHRI P.V. NARASIMHA RAO : That is right ; absolutely right.

Decision on Demands of Nurses

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*129. SHRI P.M. SAYEED :

SHRI SODE RAMAIAH :

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

(a) whether Nurses in most of the Government hospitals in Delhi went on strike in the second half of January, 1987 ;

(b) if so, what were their demands ;

(c) whether their demands are still pending decision and no action had been taken in the matter ;

(d) if so, the reasons thereof ; and

(e) if not, the details of the decision taken ?

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

(b) to (e) A Statement is given below.

Statement

The following tabular statement indicates the demands of the nurses and the decision taken by the Government on those demands :

DEMANDS

DECISION OF THE GOVERNMENT

1. Revision of scale of Pay already recommended by I V. Pay Commission :

Not accepted.

2. Allowances :

(i) Non- Practising Allowance :

(i) Not accepted.

(ii) Enhancement of Uniform Allowance ; (ii) Rate of Uniform Allowance has been increased from Rs. 300/- per annum to Rs. 1500/- per annum.

(iii) Enhancement of Washing Allowance :

(iii) Rate of Washing Allowance has been raised from Rs. 25/- per month to Rs. 75/- per month.

(iv) Grant of Risk/Messing/night Weightage Allowance :

(iv) All these have been taken care of by grant of Nursing Allowance at the rate of Rs. 150/- per month keeping in view the duties of Nurses.

(v) Grant of Qualification Allowance :

(v) It has been decided in principle to grant two increments (non-absorbable) for each approved qualification. The details and modalities about the implementation of this scheme are being worked out.

DEMANDS

DECISION OF THE GOVERNMENT

(vi) Grant of Special Pay :

* (vi) A Committee has been set up to identify the specialised areas, in addition to the existing ones, where this benefit can be extended.

(vii) Grant of Over Time Allowance :

(vii) It has been decided that as and when the general scheme of grant of Extra Work Allowance get finalised, the same will be made applicable to the Nurses also.

(viii) Increase of Student Stipend :

(viii) Rate of stipend to the student nurses undergoing general nursing and midwifery courses has been enhanced to Rs. 500/- per month uniformly for all the three years.

3. Cadre Review of Nurses :

3. A Committee has been set up for looking into the restructuring of cadre of nurses.

4. Family Accomodation and Transport Facilities :

4. It has been explained to the Nurses that it would not be possible for the Government to provide family accommodation to all the nurses. Nor would it be possible to provide exclusive transport facilities to them.

SHRI P.M. SAYEED : Sir, it is clear from the statement that the Government has honestly tried to satisfy the demands of the striking nurses. Out of the genuine demands that have been mentioned in the reply, there are 4 major demands. The first one is revision of scale of pay. That has not been accepted by the Government. Non-practising allowance also has not been accepted. But in the case of uniform allowance, that has been increased from Rs 300 to Rs. 1500. And also the washing allowance has been increased from Rs. 25 to Rs. 75. Also, the grant of nursing allowance has been given at the rate of Rs. 150/- per month.

Now, in order to solve their problems, after giving this kind of concessions to them, a committee has already been set up to identify the specialised areas. May I know from the hon. Minister whether any time-frame has been already fixed to give the findings of the committee to the Government? If not, will the Government come

forward and say that within such and such time, the outstanding issues will be settled even if the committee has not given its report to the Government?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P. V. NARASIMHA RAO) : We have not fixed any right time-frame for the committee. But I am sure, the intention is to have the views of the committee and come to certain conclusions and decisions as quickly as practicable.

SHRI P.M. SAYEED : Sir, my second supplementary is, unfortunately in our country, about the Essential Services, whatever the Government's sincere intention to solve the problem, time and again, we see whether it is doctors' strike or nurses strike or some other essential service, irrespective of whatever emoluments and allowances that have been given to them, whenever the general elections are fast approaching the unscrupulous political organisations and

politicians try to create problems. And, from now on this menace will be frequently coming to the forefront. Therefore, I would like to ask the Government whether the Government is contemplating some sort of measure to ban such essential services to go on strike.

SHRI P.V. NARASIMHA RAO : This is a very important question. We cannot shout either 'yes' or 'no' and dispose of the matter. It is a matter of human life. I remember to have raised this when we were facing a strike but I thought that was not the proper time pursue it. It is open to this House to the hon. Members to raise the debate to the level where we are concerned with human lives; whatever the other factors, whoever is wrong, whether it is the employer or employee we could raise the debate to that lofty level. We can certainly discuss it. I am open to discussion. I am open to conviction. I am not jumping the gun by saying that I want this to be done or that not to be done. But on some suitable occasion I would be very happy, if you could permit, if the hon. Speaker could permit, a discussion on the subject.

PROF. MADHU DANDAVATE : In UK, there is an independent machinery to settle such disputes in essential services so that they are not required to go on strike at all. That is how they avoid it.

SHRI P. V. NARASIMHA RAO : I entirely agree. On the one side if you say there should be no strike, on the other side, there must be a machinery which is effective, which is timely, and which is expeditious, both go together—I entirely agree with that approach.

(Translation)

SHRI RAM NAGINA MISHRA : Mr. Deputy Speaker Sir, I want to submit to the hon. Minister that it is often seen in the Central as well as in the State Governments case that when the employees demand something, it is not accepted at the first instance but when they go on a strike and the Strike takes a violent turn then the Government gives in and accepts their demands. The employees are encouraged to resort to strikes for they feel that this approach forces the Government to accept their demands. This disease has infected both the Central and the State Government employees. Hence, I would ask the hon.

Minister whether he would frame a rule by which genuine demands would be accepted in the beginning and the ones which are not genuine would not be accepted under any circumstances regardless of whether they go on a strike or they resort to any other measure so that they do not get encouraged in future at all?

SHRI P.V. NARASIMHA RAO : Sir, I also want that we should say whatever we have to say before the strike is called and we should not change our position later. But the strikers and the organisers of the strike make efforts to call a strike when something is on the verge of being accepted so that could take the credit of it and convince the people that it is on account of the strike that the Government has accepted their demands. There is always a race by both sides which must be guarded against. In the case of the Departments with which I have been connected I have always tried to do the same and have found out whether so and so demand can be accepted or not and have then tried to stick to a certain stand but when people resort to strike, then it becomes difficult to say anything.

SHRI RAM NAGINA MISHRA : Mr. Deputy Speaker, Sir, when the striking nurses were demonstrating the police had cordoned off the area but when their number increased, the police removed the cordon and they entered the premises and went on a rampage. This way they get encouraged. Hence I was saying that a solid policy should be framed under which the genuine demands should be accepted and those which are not genuine should not be accepted under any circumstances.

[English]

DR. V VENKATESH : Just now the hon. Minister said that he wants to have a complete discussion on this subject. When there is a strike in one State, that demand will be met by that particular Government. Generally, the Government of India is going on enhancing the pay structure of those who are agitating at the Centre at the cost of the common man's revenue and, due to this, the State Governments are suffering much more and, very recently, the doctors of Delhi here, had gone on strike and due to that strike, the Government of India has enhanced their stipend and everything. Due to this, throughout the country from

Kanyakumari to Kashmir, every junior doctor is demanding higher pay structure. Therefore, by raising these scales of pay, Government is not going to solve the problem.

At the cost of the common man, the Government of India is spending here and the problem is on the State Governments, on the other side. Therefore, I want to know from the Government of India whether you are going to have a uniform pay structure and education policy of the Government of India or whether you are going to take up this health programme as a national one. I want to know from the Government categorically.

SHRI P. V. NARASIMHA RAO : I wanted a discussion on this subject. I did not know that the hon. Member would start the discussion straightway. But one thing I would like to say. I am approaching this question from the other end. What is the idea of the Central Government running hospitals? We have got very few employees. Sometimes the tendency is somehow to square up matters by giving them whatever we think they want or they deserve or whatever. The State Governments may not think so and similar demands being made at the State level would cost so much to the State Governments that they have a grievance or a complaint against the Central Government.

All these difficulties can be got over by going to the root question whether we should run any hospitals at all ourselves. That again is matter for discussion. I am raising these points so that all these matters can be discussed in a dispassionate manner and not under the threat of strike or strike goes on or while the strike is going on but really on their own merit.

[Translation]

Steps to Check Cancer

*130. **DR. PRABHAT KUMAR MISHRA :**

SHRI NIRMAL KHATTRI :

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

(a) whether cancer cases are on increase and if so, the number of known cases in the country, during the last three years ;

(b) the preventive measures taken so far to protect people from this dreaded disease ;

(c) whether cancer control programme has been launched throughout the country to detect cancer at early stages ; and

(d) if so, the achievement so far ?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (d) A statement is given below.

Statement

It is roughly estimated that there are about 1.5 million cases of cancer in India and the incidence of cancer is generally on the increase. The number of known cancer cases in specialised cancer hospitals in India during the years 1983 to 1985 year-wise, for which the figures are available, is given below :—

Year	No. of known cancer cases
1983	44,020
1984	44,345
1985	36,768

A National Cancer Control Programme has been launched in India for primary prevention of cancer, diagnosis and treatment and distribution and extension of services through Regional Cancer Centres and Medical Colleges. Non-governmental organisations have also been involved in the programme. Realising that one third of the cancers are preventable and another one third can be cured with a high percentage of survival if detected early, the emphasis of cancer research has been on primary prevention of tobacco related cancer and secondary prevention of cancer of uterine cervix. The preventive measures include educating the masses, statutory warning on Cigarette packets and advertisements, promulgation of laws by several State Governments prohibiting smoking in closed areas like cinemas, buses, educational institutions, hospitals etc. An allocation of Rs. 20.00 crores has been made for the National Cancer Control Programme for the 7th Five Year Plan. A National Cancer Control Board has also been set up to guide the activities of the programme. The Government provides financial assistance to the 9 Regional Cancer Centres for their development and grants to State Governments/voluntary institutions for setting up of Cobalt Therapy Units and Early Cancer Detection Centres.

[Translation]

DR. PRABHAT KUMAR MISHRA : Mr. Deputy Speaker, Sir, in the reply the Government has accepted the fact that incidence of cancer is generally on the increase and at present, there are 15 lakh such patients in the country. According to the figures provided, between 1983 and 1985 only 1.25 lakhs of such cases have been reported in the hospitals. In 1983, 44 thousand cases were registered, in 1984 another 44 thousand were reported and in 1985 the number decreased to 35 thousand. The figures show that cancer cases are on the decline while the Government is stating that incidence of cancer is generally on the increase. I want to enquire from the hon. Minister as to what is the basis of compilation of these figures because through hospitals only information about 1.25 lakhs cases has been received. Secondly, it has been clearly mentioned in the reply that one third of the cancer cases are preventable if reasons are known and another one third can be cured with a high percentage of survival if detected early. I want to enquire whether one-third of the 15 lakh cases have been prevented and what steps have been taken in this regard?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P. V. NARASIMHA RAO) : Mr. Deputy Speaker Sir, firstly, I do not accept the figures which are with us as final. We keep on receiving and submitting figures. One of the reasons is that our reporting system is not so foolproof that we may depend upon it. Hence, we can think of these figures only as illustrative of certain things. They are neither exhaustive nor are they final. According to our survey, the figures keep on changing but that does not mean that the disease has been controlled. It might also imply that there is some lacuna in our own reporting. There might have been strikes in certain hospitals or due to some reason or the other, the figures may not be reaching us and there should be other reasons as well for the decrease in the cancer figures.

Therefore, first of all, I emphasise that we cannot consider these figures as final.

Again, it has been estimated that about one-third of the cases are preventable if they are properly diagnosed. Some cases cannot have an early cure. They have to wait. Only their pain can be reduced. All these things are being looked into. It is true that only recently more attention is being paid to it and I think that we will try to remedy the situation further in the coming years. I am aware that all cancer cases are not reported from the areas. I myself know that there are many cases in the villages about which the villagers are not aware that they are suffering from cancer. When they come to know of it and are sent to the dispensaries or to the district headquarters hospitals, it becomes too late for proper treatment. It is difficult to provide a solution to such situations. We have to do a lot in this regard and I am prepared to admit it.

DR. PRABHAT KUMAR MISHRA : Mr. Deputy Speaker Sir, I agree with the hon. Minister's views regarding figures but the difference between 1.25 lakhs and 15 lakhs is a bit too much. Such vast difference is quite strange. We put question on the basis of figures presented here.

Secondly, as the hon. Minister has said that cancer cases in the rural areas not detected. Cancer is such a disease that it is not detected easily and until the patient reaches the hospital or suffers physical pain he himself remains unaware of the disease by which he has been affected. He continues to suffer in this manner and when he reaches the hospital, as the hon. Minister has mentioned, then it is too late for effective treatment. I want to know as to how the people in rural areas are informed about this disease and what scheme has been drawn in this regard? It has been stated that warning is written on the cigarette packets. It is not written on the packets that cigarette smoking causes cancer. The word cancer is not mentioned at all. The statutory warning is that it is injurious to health. But the word 'cancer' has not been used in that.

[English]

MR. DEPUTY SPEAKER : They are putting "injurious to health", that is

enough. Injurious to health means cancer also. They cannot put the names of all the diseases.

[*Translation*]

DR. PRABHAT KUMAR MISHRA : I am talking about the 15 lakh people. I wanted to know as to what are the methods of informing the people about this disease in the rural areas and the preventive measures that they should adopt against it. People have to spend much on the treatment of this disease. What are the media on which Govt. is spending money on educating the people about this disease ?

SHRI P.V. NARASIMHA RAO : I have already said that there are many shortcomings in it as this disease is not notifiable. It is not a contagious disease. As it is not notifiable, it is not necessary that we may be getting full information about this disease. We have recently started some new programmes. The figures which have just been presented in this connection cannot be taken as final. I have said that so far as I am aware, it is written on the cigarette packets that it can cause cancer.....(*Interruptions*).....I will ascertain that. That much is certainly written that it is injurious to health. You want that it should also be written that it causes cancer. Then the person who smokes cigarettes should know about this disease. [The word injurious can be understood easily but perhaps the word 'cancer' may not be understood by many people. However, the Government is actively considering the proposal and perhaps the word 'cancer' may be added to it. There is no difficulty in it, we will consider it.

SHRI NIRMAL KHATTRI : Mr. Deputy Speaker, Sir, it is clear from the hon. Minister's reply that he has properly understood this disease. Its treatment is very expensive and he may be knowing that it is not possible for a poor man to bear the expenses of a full course of its treatment. One-third cases can be cured if detected in the early stages and one-third of the cases can be treated even after the early stages are over. I want to ask

whether any scheme is being considered to supply the medicines used for the treatment of cancer free of cost or at subsidised rates ?

My second supplementary is whether the research work is being done in this regard in the Homeopathic and the Ayurvedic systems of medicine also and if so, whether it has yielded any results ?

SHRI P.V. NARASIMHA RAO : I want to inform the hon. Member that when this programme was formulated, we made efforts to spread it as far and wide as possible. Earlier it was limited to the cities but now it has spread to the block level. Training is being imparted to the workers. They are being trained to detect this disease in people. The people are told that if certain symptoms appear in them, then they should immediately rush to the doctor. It is possible that you are not able to understand this disease and may not be as ordinary as you may be thinking. We do not say at once that it is cancer because it would not be proper to say so. Hence, we try to give warnings in that regard.

So far as other systems are concerned, a specialist in the Homeopathic System of Medicine has come to us and has claimed that he has found a cure of cancer and has cured many people of it. I have referred him to the I.C.M.R. for verification. After they make an estimate of its effectiveness, a programme for making it popular will be worked out. I would reiterate that if a medicine for the cure of cancer is available under any system, it would be sent for examination and if it turns out to be S.S.P. then we are prepared to encourage it fully.

SHRI NIRMAL KHATTRI : What is the reply to my question as to what is being done to supply those two medicines, which are being used, as free of cost or at subsidised rates to the people ?

SHRI P.V. NARASIMHA RAO : As in the case of other diseases, here too we are taking similar steps. We do not want that all the patients should purchase all

the medicines on their own. It is not so. In the Government dispensaries and hospitals cancer is treated like any other disease. Even C.T. Scanning facilities are available to them free of cost and the patients have not to face much difficulty in treatment.

SHRI RAJ KUMAR RAI : Sir, one hour has passed in answering just three questions.....(*Interruptions*)

[*English*]

SHRI V.S. KRISHNA IYER : Sir, in my constituency, namely, Bangalore there is a cancer institute. There the number of patients coming from rural areas is 99 per cent. A number of voluntary organisations and even the cancer institute carry on cancer detection camps but for want of resources they have not been able to carry out camps regularly in large numbers and particularly in rural areas. May I know from the Government whether they can extend financial support to voluntary organisations and also cancer detection camps to carry on detection particularly in rural areas?

SHRI P.V. NARASIMHA RAO : Within our own constraints we are doing everything. If there is anything more which could be done I will certainly look into it, I cannot give a specific answer to a question like this because there are eye camps and cancer camps. There are so many detection camps going on and they are being conducted by voluntary organisations. We are going to their help. You know that we are helping them but the help is not adequate. This is well-known.

[*Translation*]

SHRI SHANTI DHARIWAL : Mr. Deputy Speaker, Sir, would the hon. Minister provide that much of financial support to the States so that Cancer treatment methods like radio-therapy, chemotherapy etc. are made available at the district hospitals?

SHRI NARASIMHA RAO : First let us know the therapy which is most effective,

If we find out the one, then, as I have already said, any system of therapy would be encouraged fully.

[*English*]

SHRIMATI BASAVARAJESWARI : Sir, I want to know

[*Translation*]

SHRI RAJ KUMAR RAI : Sir, the whole hour has passed in just three questions. We are thankful to you for such generosity but when would others get a chance?

[*English*]

MR. DEPUTY SPEAKER : I have called Shrimati Basavarajeswari. This is all about diseases. They want to discuss in detail.

Now, the Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

[*English*]

Guidelines to leprosy control and welfare service advisory boards

*124. **SHRI R.M. BHOYE :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the results of survey conducted about the incidence of leprosy have been analysed and if so, the broad conclusions thereof;

(b) whether the incidence is more in rural areas; if so, which particular sections are more prone to this disease and the causes identified therefor;

(c) whether Government have issued some new guidelines to the Leprosy Con-

trol and Welfare Service Advisory Boards ;
and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Yes, Sir. The surveys conducted under the Leprosy Eradication Programme indicate that there are 76 districts in the country with a prevalence rate of more than 10 per thousand and 125 districts with prevalence between 5 and 10 per thousand and the remaining districts have a prevalence of less than 5 per thousand. More men suffer from leprosy than women. 20% of the cases are among children. 20% of all the cases are infectious. 15% of the cases have deformities.

(b) Yes, Sir. Poor socio-economic sections are more prone to leprosy on account of poor personal hygiene, mal-nutrition and crowding.

(c) and (d) Yes, Sir. Guidelines have been issued to the field workers on the National Leprosy Eradication Programme. These guidelines explain classification of the disease, the important objectives of the programme; the contents of the Multi-Drug Therapy, the features of case detection, detailed aspects of treatment and criteria for case discharge, surveillance of cases; action in the case of relapse and precautions for drug usage.

Survey on Heart Patients

***125. SHRI MOHANBHAI PATEL :
SHRI AMARSINH RATH-
AWA :**

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

(a) whether a survey was conducted by the Indian Council of Medical Research to find out the number of heart patients in the country ;

(b) if so, when and what is the number of heart patients per thousand in the country and their number, State-wise ;

(c) whether the maximum number of heart patients are in urban areas ; and if so, the main reasons thereof ;

(d) whether an International Conference was held in New Delhi recently in regard to the rising incidence of heart diseases in India and particularly in the urban centres and

(e) if so, what suggestions were made to check the rising trend of the disease ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (c) There have been no surveys on incidence of heart disease conducted by the ICMR. The ICMR has carried out studies on prevalence of rheumatic fever, rheumatic heart disease and hypertension. RHD was observed to occur in 1.8 per 1000 children at Bombay and 11.1 per 1000 children at Delhi in school children aged 5-16 years. Hypertension was observed to range from 2.5 per thousand at Srinagar in population aged 20 years and above. The ICMR has planned to initiate studies on the occurrence of coronary heart disease and its associated risk factors.

(d) No, Sir. However an International Conference on update in Cardiology and a Workshop on conventional and Colour Doppler Echocardiography was held in December, 1986.

(e) The Conference mostly devoted its attention to sharing of experience about the various technologies and investigative devices available to treat heart diseases.

Operations of Helicopter Corporation of India

***126. SHRIMATI N.P. JHANSI LAKSHMI :** Will the Minister of CIVIL AVIATION be pleased to state :

(a) the area being covered by Helicopter Corporation of India at present ;

(b) what is the expansion programme of the Corporation for the year 1987-88 ; and

(c) the target fixed for the Seventh Plan period and what is the target for Andhra Pradesh ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) The Helicopter Corporation has presently deployed 7 helicopters in the Oil Sector and in the Non-oil Sector its four helicopters are operating on wet-lease in Jammu & Kashmir, Sikkim, Andaman & Nicobar and Lakshadweep.

(b) and (c) In the next financial year the Corporation will complete acquisition of 42 helicopters. After meeting the requirements of Oil Sector fully, the remaining helicopters will be made available on wet-lease terms to the State Governments/Union Territory Administrations or for other services as per demands. The Corporation will concentrate on achieving optimum utilization of its fleet during the remaining part of the current plan period.

Agitation by DTC Employees for Application of Fourth Pay Commission's Report

***127. SHRI KAMAL NATH :
SHRI SUBHASH YADAV :**

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether employees of Delhi Transport Corporation have been agitating for application of the Fourth Pay Commission's Report to them ;

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

(c) the reasons for not implementing the recommendations of the Fourth Pay Commission's in Delhi Transport Corporation so far ?

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

(b) and (c) Revision in the pay scales of public sector undertakings having Cen-

tral pay pattern has been referred to the High Power Pay Committee set up under the directions of the Supreme Court. The claim of DTC employees has been for applicability of pay pattern recommended by the IVth Pay Commission to Central Government employees. The matter is under consideration.

Empowered Committee to Examine the Recommendations of National Commission on Teachers

***131. SHRI RAJ KUMAR RAI :
SHRI AJOY BISWAS :**

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

(a) whether the Empowered Committee set up under the Chairmanship of Shri Anand Sarup to advise Government on the recommendations of National Commission on Teachers-I (Chattopadhyaya Commission) including those on pay-scales of school teachers has submitted its report ;

(b) if so, the salient features of the report ; and

(c) if not, when the report is likely to be submitted ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) to (c) The Government had appointed an Empowered Committee under the Chairmanship of the Education Secretary to examine the recommendations made by the National Commission on Teachers-I. The Empowered Committee has submitted its proposals concerning the pay scales. As soon the final decisions are taken in the matter these will be brought to the notice of the Sabha.

National Youth Policy

***132. SHRI ANAND SINGH :
SHRIMATI MADHURI
SINGH :**

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

(a) whether Government propose to lay down National Youth Policy ;

(b) if so, the broad features on the basis of which such a policy is being laid down ;

(c) whether the views of the youth organisations have been ascertained and if so, the response of these organisations ; and

(d) the steps taken so far in the matter and the time by which the policy is likely to be laid down ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) Yes, Sir.

(b) to (d) After consultation with young persons in two national seminars, a draft youth policy incorporating the ideas of the youth has been prepared and is now under circulation to the State Governments and different Ministries/Departments in the Government of India for comments. The draft policy has also been circulated amongst the voluntary organisations dealing with youth activities and also discussed in the Central Youth Advisory Committee. It is proposed to discuss the draft youth policy at a conference of State Ministers in charge of youth affairs and then finalise it for being placed before the Parliament.

Agitation by Delhi Teachers' Organisations Against Implementation of 4th Pay Commission's Recommendations

*133 SHRI MAHENDRA SINGH :
SHRI KRISHNA SINGH :

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

(a) whether the Delhi Teachers' Organisations went on a strike from 13 February, 1987 ;

(b) if so, the reasons thereof ;

(c) whether one of their grievances is about the implementation of the recommendations of the Fourth Pay Commission ;

(d) if so, their precise grievances and demands ; and

(e) Government's reaction thereto and the steps taken or proposed to be taken to bring about a settlement ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) Yes Sir.

(b) to (e) The teachers working in the schools run by Delhi Administration and Municipal Corporation of Delhi have been agitating since 13.2.87 for restoration of Selection Grade and for grant of higher pay scales based on the recommendations of National Commission on Teachers-I. The Government is considering this matter and a decision is expected shortly.

Participation of Indian Teams in Sports Abroad

*134. SHRI H.M. PATEL :
SHRI G.S. BASAVARAJU :

Will the MINISTER OF HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have taken note of the reported remarks of the President of the Indian Olympic Association (IOA) on Sports Policy of Government ;

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

(c) whether participation of Indian teams in Sports abroad was banned as reported in the Press ; and

(d) whether Government have assessed the performance of Indian teams in Asiad Games at Seoul ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA): (a) to (d) While certain press items have come to the notice of government purporting to report certain remarks made by president IOA, on sports policy of Government, the IOA have officially indicated that no remarks on the sports policy of the Government as such were, in fact, made by him. The IOA have further indicated that the remarks of the president, IOA, were mis-reported by news agency concerned and that on the matter being taken up by the IOA with the concerned news agency, the agency has expressed regrets to president, IOA, for the same. The reaction of the Government to the press reports, mentioned above, was, however, given to the press and was carried by certain dailies on the 18th December, 1986.

Government decided in November, 1986, that pending review of the procedure to be adopted in the future for sending sportspersons abroad, such visits would be suspended except in cases which had already been cleared by them. The IOA has promised that it would discuss with the national sports federations, detailed plan of action for the disciplines falling within its purview and would submit to Government concrete proposals in this regard. Meanwhile, individual cases of distinguished sportspersons are being considered individually Government on merits for such visits.

Government have constituted an Expert Group under the Chairmanship of Dr. Amrik Singh to study the report of the Indian Olympic Association (IOA) on the performance of the Indian Contingent at X Asiad at Seoul and other allied matters and to make suitable recommendations to the Government in this context.

New Scheme for Women's Welfare

*135. SHRI PARASRAM BHAR-DWAJ: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state.

(a) Whether Government have recently prepared any new scheme for the welfare of Women; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS & SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA): (a) Yes, Sir.

(b) A statement is given below.

Statement

The details of the new schemes started by the Department of Women & Child Development are as under:

1) Support to Training and Employment Programme for Women (STEP)

The objective of this Programme is to render support to employment programmes for women in large employment sectors such as Agriculture, Dairying, Small Animal Husbandary, Fisheries, Khadi and Village Industries, Handlooms, Handicrafts, Sericulture etc. These projects would provide technical, institutional, organisational and social support to women belonging to the poorer economic groups, who are working in these large employment sectors. The proposed programme envisages adoption of "community organisation approach". The thrust of this approach will be to work through the poor and for the poor like the landless labourers, the fisherfolk, the village artisans etc., who would be encouraged to form their own organisations. The role of the voluntary organisations will be that of a catalyst, to help them to analyse their own situation and help to unite and work together.

The project proposals would be formulated by the Corporations, Boards, Non-Governmental Organisations, Universities, Central Social Welfare Board, State Social Welfare Boards, other semi-government agencies and agencies funded by Government.

The outlay of Rs. 45.00 crores has been made in the Seventh Five Year Plan for this programme. An amount of Rs. 10.00 crores has been proposed for the year 1987-88.

2) *Women's Development Corporations*

The Women's Development Corporations are to be set up in all States with the objective of promoting employment generating activities amongst women. These Corporations would actively support and promote schemes for women's groups and women from the weaker sections of society. Necessary safeguards would, however, be provided to ensure that the advantages under this scheme are not appropriated by women, who are relatively better off, by way of benami transactions.

The Corporations would act as catalytic agents for generating economic activities among women. The functions of the Corporation would include :

Identification of potential areas of employment ; assistance of project formulation and raising required finance ;

arranging raw material for working women in multiple occupations ;

to provide training consultancy facilities ; and to provide infrastructure for marketing the products.

The Centre would provide funds to all the States for setting up or running the Corporations through equity participation in the ratio 49 : 51. In other words the Deptt. of Women & Child Development would give upto 49% of the paid up capital as financial assistance. The Corporations would also obtain credit under the differential rate of interest scheme or any other concessional scheme.

It has been proposed to make a budget allocation of Rs. 3.50 crores for the scheme for the year 1987-88.

Renovation of Khajuraho Temples

*136. SHRIG RHOOPATHY :
SHRI MANIK REDDY :

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

(a) whether it is a fact that due to poor upkeep, encroachments and vibration caused by the flying of aircrafts over the complex, cracks have developed in Khajuraho Temples ; and

(b) if so, whether Government have prepared any scheme to renovate the Khajuraho temples and prevent encroachment and theft of priceless sculptures in the temples ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) Cracks are primarily due to aging, continuous weathering and corrosion of iron dowels and cramps used by the original builders in the masonry.

(b) Khajuraho temples are included under Seventh Five Year Plan scheme for structural repairs, chemical preservation and environmental development.

For warding off encroachments and ensuring security, barbed wire fencing in all the temples, excepting two, staff for watch and ward round the clock in the monuments and security lights in the western group and armed guards at the open air archaeological museum have been provided.

Construction of Over-Bridges in Madras and Madurai Divisions

*137, DR. S. JAGATHRAKSHAKAN: Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the widespread resentment in the business community in Madras/Madurai Division of

Southern Railway on account of the delay in the construction of over-bridges in these Divisions :

(b) whether any engineering surveys/feasibility surveys of the over bridges at various junction level crossings like Palavantangl/Chrompet/ Meerambakkam etc. in Madras Division have been conducted ; and

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

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Representations from a number of associations have been received in this regard.

(b) Yes, Sir.

(c) There are 11 works sanctioned for Madras and Madurai Division. Five works are in progress. For another six works, the estimates/plans/preliminary arrangements have not been finalised so far by the State Govt./concerned authority.

Bridges on National Highways Pending Completion in Andhra Pradesh

*138. SHRI V. TULSIRAM : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the number of bridges on National Highways passing through Andhra Pradesh, pending completion beyond their schedule time ;

(b) the time since when these are pending without execution ;

(c) the main reasons for delay in the execution of the works ; and

(d) the steps contemplated by the Union Government for their immediate execution to avoid hardship ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) There are 16 bridge works pending completion beyond their schedule time on various National Highways passing through Andhra Pradesh.

(b) Out of these 16 bridge works, 11 works are in progress. Three bridge works are pending without execution since June, 1985 and two bridge works are pending without execution since December, 1985.

(c) Main reasons for delay in the execution of these works are :

(i) slow pace of progress by the contractors ;

(ii) default by Contractors leading to termination of contract.

(d) A time bound programme with dates of completion varying from 6/87 to 3/88 for these bridges has been given to the State P.W.D. for strict compliance.

[Translation]

Hydrological surveys for water sources

*139. SHRI MOOLCHAND DAGA : Will the Minister of WATER RESOURCES be pleased to state :

(a) the expenditure incurred so far on hydrological surveys ; and

(b) the names of the States/Union Territories in the country surveyed and whether a survey has been conducted in Rajasthan and if so, the details thereof ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) An expenditure of about Rs. 80 crores has been incurred on hydrological survey so far by the Central Government.

(b) The national survey covers all the river basins extending over almost all the States and the Union Territories of Delhi and Goa, Daman and Diu.

In Rajasthan, the survey is going on through a hydrological network of 19 stations.

[English]

Restrictions on Remittances from Earnings of Air India

*140. SHRI AKHTAR HASAN : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether restrictions on remittances from the earnings of Air India in some oil exporting countries have led to huge accumulation of funds in those countries ;

(b) if so, the names of the countries and the amount involved ;

(c) whether this accumulated money can be adjusted towards our oil imports from those countries ; and

(d) if so, what action is being contemplated in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) While there appears to be no formal restrictions imposed by some oil exporting countries on remittances, the accumulation of funds of Air India in those countries is due to the acute foreign exchange position of these Governments. Names of the oil exporting countries, where Air-India funds have accumulated and the amounts involved as on 31.12.1986 are given below :—

Countries	Rs. in crores
Nigeria	27.22
Iraq	23.46
Iran	5.93
Libya	4.63

(c) and (d) Several suggestions including import of crude oil from these countries in order to utilise the blocked funds of Air-India have been considered.

Rail Link between Bargarh-Raipur

*141. SHRI RADHAKANTA DIGAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether the State Government of Orissa has requested the Railway Ministry to sanction Bargarh-Raipur rail link ; and

(b) if so, the steps taken to implement the above proposal ?

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

(b) Bargarh-Raipur alignment is expected to be very costly and is therefore not favoured. Government of Orissa was accordingly advised.

Performance of Tubewells in Orissa

1323. SHRI JAGANNATH PATNAIK : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Union Government have sought information from the Government of Orissa regarding the unsatisfactory performance of public tubewells due to paucity of funds ; and

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

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) and (b) Yes, Sir. Orissa Lift Irrigation Corporation informed that proper operation and maintenance could not be undertaken due to inadequate resources. Moreover, Government of Orissa has stated that during 1985-86 and 1986-87, Rs. 5.91 crores and Rs. 7.27 crores have been provided against requirement of Rs. 9.07 crores and Rs. 11.89 crores respectively for operation and maintenance.

Replacement of SDFC

1324. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Shipping Development Fund Committee (SDFC), for the promotion of shipping has been replaced by any public sector financial institution ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) A decision has been taken to abolish the

Shipping Development Fund Committee (SDFC). The SDFC (Abolition) Act, 1986 has been enacted. As per the provisions of the Act, a notification is to be issued specifying the date from which SDFC would stand abolished.

A new company, the Shipping Credit Investment Corporation of India (SCICI), which has been floated by the Industrial Credit & Investment Corporation of India (ICICI) alongwith financial institutions/banks under the overall control of Ministry of Finance, has been set up w.e.f. 8.12.1986 to handle the ship financing of the private sector shipping companies.

The main objectives of the new company would be financing by way of rupee and foreign currency term loans as well as by providing guarantees to other lenders, for acquisition of ships, fishing trawlers and for other allied activities like ship construction and repairs, ship breaking and port repairs, etc. The guiding principles of the company would be development of the industry and it would finance projects on the strength of their commercial viability after a careful evaluation of each project.

Leased Properties of Bombay Port Trust

1325. SHRIMATI PATEL RAMABEN RAMJIBHAI MAVANI : Will the

Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Bombay Port Trust has rented out some of its lands, buildings and other premises to importers, exporters, clearing or warehousing agents or any other parties ; and

(b) if so, the details thereof including the names of the lessees, the amount of rent and the locations of such sites ?

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

(b) Bombay Port Trust owns 72.84 lakh square meters of land. Of this, 13.17 lakh sq. mtrs. have been let out to Government and Public bodies and about 20.82 lakh sq. mtrs. to private parties including importers, exporters, clearing agents, warehousing agents.

As on 31.12.1986, there were 3190 Tenancies/Leases of land and structures granted by the Bombay Port Trust. The details are as under :—

	Land	Structure
1. Long Term Leases	668	17
2. 15 Monthly Lease (Short term lease)	327	1
3. Monthly Tenancy	1467	710
	<u>2462</u>	<u>728</u>

Compiling of details of all these Tenancies/Leases including the name of the lessees, the amount of rent and the locations of such sites etc is a voluminous job and the benefit will not be commensurate with the effort involved.

Airport for Moradabad

1326. SHRI HAFIZ MOHD. SIDDIQ : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether many Arab and European businessmen come to Moradabad to meet copper, brass, tobacco and silverware merchants but because of no airport at Moradabad they cannot fly to Moradabad from Bombay ;

(b) if so, whether there is any proposal to establish an airport at Moradabad to help trade grow in Moradabad and fetch more foreign exchange ; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) There is no such complaint.

(b) and (c) Construction of a new airport depends upon various factors like traffic potential, demand from scheduled airlines and availability of funds. In the absence of demand from airlines for air-linking Moradabad and also due to severe constraint of resources, there is no plan to construct an airport at Moradabad.

[Translation].

Unauthorised occupation of Railway Land by M/s. Pure Drinks

1327. SHRI JAGDISH AWASTHI : Will the Minister of RAILWAYS be pleased to state :

(a) whether M/s. Pure Drinks have occupied railway land near Connaught Place, New Delhi in violation of relevant rules ;

(b) if so, the steps taken to get the land vacated ; and

(c) the details of other such railway land similarly occupied by M/s. Pure Drinks or its associate companies/persons ?

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

(b) Necessary administrative and legal action is being taken.

(c) No other piece of railway land is under their occupation.

[English]

Extension of Metro-Line from Tollygunj to Garia

1328. KUMARI MAMATA BANERJEE : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have any proposal to extend the metro-line in Calcutta from Tollygunj to Garia ; and

(b) if so, by when the work is likely to be started ?

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

(b) Does not arise.

New Railway Line from Rayalaseema to Nellore (A.P.)

1329. SHRI P. PENCHALAI AH : Will the Minister of RAILWAYS be pleased to state :

(a) whether any survey had been conducted to construct a new railway line from Rayalaseema to Nellore in Andhra Pradesh ; and

(b) if so, the result thereof alongwith the time when the construction work is likely to start ?

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

[Translation]

Concession in fare to Physically Handicapped persons

1330. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Ministry have given permission to the blind and lame persons to travel with one attendant by paying one fourth of the actual fare ;

(b) if so, whether Government have not given this facility to the deaf and dumb persons ;

(c) if so, the reasons therefor and whether Government propose to give this facility to these persons also ; and

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

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir, The concession permissible is as under :

(i) *To Orthopaedically Handicapped persons* : Only such of the orthopaedically handicapped persons who cannot travel without an escort are entitled for the concession. The element of concession is 75% in first and second class single journey ticket fares for both the orthopaedically handicapped person and his escort. 50% concession in first and second class season ticket fares is also given to the orthopaedically handicapped persons and their escorts.

(ii) *To Blind persons* : They are entitled for concession both while travelling alone and when accompanied by an escort. The element of concession is 75% in first and second class single journey ticket fares. 50% concession in first and second class season ticket fares is also given to the blind persons and their escorts.

(b) to (d) Considering the nature of affliction, the deaf & dumb persons (both afflictions together) only, have been given 50% concession in first and second class single journey ticket fares. It is proposed to extend the same element of concession in first and second class season ticket fares to the deaf & dumb persons from 1.4.1987.

[English]

Bilaspur-Bhopal Superfast Train

1331. SHRI SHIVENDRA BAHADUR SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Bilaspur-Bhopal superfast train is making any profit ;

(b) if so, the details thereof ; and

(c) if not, the reasons for its introduction ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) Train-wise statistics of sale of tickets is not maintained. It is, therefore, not possible to make an assessment of profitability of Bilaspur-Bhopal Superfast train. It was introduced due to passenger demand.

Study of Water Flow of Rivers

1332. SHRI H.B. PATIL : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Government have obtained the views of experts or have appointed any expert body to discuss the possibility of establishing a Commission to study the water flow of all the rivers in the country for the proper utilisation of water flow by the respective States ; and

(b) if so, the details thereof ?

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

(b) Does not arise.

**Reservation and Enquiry Office at
Kharagpur Railway Station**

1333. SHRI NARAYAN CHOUBEY :
Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that the old bus stand at Kharagpur, South Eastern Railway near the booking office at the south side of the railway station has been shifted to a new place near another new booking office at the north side of the railway station ;

(b) whether it is a fact that the reservation and enquiry office still remain at the old place and that passengers coming by bus have to walk more than one kilometre to come to reservation and enquiry office ; and

(c) if so, whether a new reservation and enquiry office will be set up near the new bus stand to avoid hardship to passengers ?

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

(b) It is a fact that the reservation and enquiry office remains at the old place. It is, however, connected to the new bus stop through a foot over bridge.

(c) There is no proposal at present.

Establishment of Museums

1334. SHRI CHINTAMANI JENA :
Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of museums have been established in the country with their locations ;

(b) whether there is any proposal to establish some more museums in the country in the near future ;

(c) if so, the sites selected and the names of the cities where these are likely to be established and by when ; and

(d) whether there is any proposal to establish a museum in Orissa, if so, by when and where ?

**THE MINISTER OF STATE IN THE
DEPARTMENTS OF EDUCATION AND
CULTURE IN THE MINISTRY OF
HUMAN RESOURCE DEVELOPMENT
(SHRIMATI KRISHNA SAHI) :** (a) to (d) "Museum" is a State subject. However, a statement of museums established by the Department of Culture and sites/period museums, established by Archaeological Survey of India is given below. The Archaeological Survey of India is also constructing a site museum at Ratnagiri, Orissa, in addition to one already established at Konark in 1986.

Statement

(i) Museums Under the Department of Culture

1. National Museum, New Delhi
2. National Gallery of Modern Art, New Delhi
3. Indian Museum, Calcutta
4. Victoria Memorial, Calcutta
4. Salar Jung Museum, Hyderabad
6. Allahabad Museum, Allahabad.

(ii) *Sites/Period Museums E-stablished by the Archaeological Survey of India*

Sl. No.	Name of the museum	State	Year of Etablissement	Remarks
1	2	3	4	5
1.	Archaeological Museum Amaravati	Andhra Pradesh	1951	—
2.	Archaeological Museum Kondapur	Andhra Pradesh	1952	—
3.	Archaeological Museum Nagarjunakonda	Andhra Pradesh	1949	—
4.	Archaeological Museum Chandragiri	Andhra Pradesh	—	Being organised
5.	Archaeological Museum Vaishali	Bihar	1945	—
6.	Archaeological Museum Nalanda	Bihar	1917	—
7.	Archaeological Museum Bodhgaya	Bihar	1956	—
8.	Archaeological Museum Delhi Fort Museum	Delhi	1909	—
9.	Indian war Memorial Museum, Red Fort	Delhi	1982	—
10.	Archaeological Museum Velha Goa	Goa	1964	—
11.	Archaeological Museum Lothal	Gujarat	1976	—
12.	Archaeological Museum Halebid	Karnataka	1962	—
13.	Archaeological Museum Bijapur	Karnataka	1912	—
14.	Archaeological Museum Hampi	Karnataka	1953	—
15.	Tipu Sultan Museum Sri angapatnam	Karnataka	1959	—

1	2	3	4	5
16.	Archaeological Museum Khsjuraho	Madhya Pradesh	1910	—
17.	Archaeological Museum Gwalior Fort	Madhya Pradesh	—	Being organised
18.	Archaeological Museum Sanohi	Madhya Pradesh	1919	—
19.	Singhpur Palace, Chanderi	Madhya Pradesh	—	Being organised
20.	Archaeological Museum Purana Qila	New Delhi	1972	—
21.	Archaeological Museum Ratnagiri	Orissa	—	Building is under construction
22.	Archaeological Museum Konark	Orissa	1968	—
23.	Archaeological Museum Ropar	Punjab	—	Building is under construction.
24.	Archaeological Museum Kalibangan	Rajasthan	—	Building is under construction
25.	Archaeological Museum Madras	Tamilnadu	1948	—
26.	Archaeological Museum Sarnath	Uttar Pradesh	1904	—
27.	Archaeological Museum Badami	Karnataka	1974	—
28.	Archaeological Museum Mattancherry	Kerala	—	Kept ready for opening to public
29.	Archaeological Museum Aihole	Karnataka	1975	—
30.	Taj Museum, Agra	Uttar Pradesh	1982	—
31.	Hazar Duari Palace, Murshidabad.	West Bengal	—	Being organised

Computerised Freight Operations Information System

1335. SHRI INDRAJIT GUTA :
SHRI NITYANANDA MISRA :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the National Informatics Centre (NIC) of the Department of Electronics has offered a new design which is expected to drastically cut the cost of the computerised freight operation information system ; and

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

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Director General of National Informatics Centre (NIC) has offered to give a proposal for a new cost effective design for computerised Freight Operations Information System.

(b) The proposal has not yet been received.

Distribution of Free Text Books to Children

1336. SHRI SRIKANTA DATTA
NARASIMHARAJA WADIYAR : Will

the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether some State Governments have launched welfare schemes of distribution of free text books to the children studying in primary schools ;

(b) If so, the details thereof ;

(c) the Central help extended to those State Governments to launch such schemes ; and

(d) the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT SHRIMATI KRISHNA SAHI : (a) and (b) Most of the States and Union Territories have launched a scheme for distribution of free text books to the children studying in primary schools. A statement indicating the coverage under the scheme is given below in the statement.

(c) and (d) The Central Government allocates printing paper to the State Governments and Union Territory Administrations for the production of text books for primary schools and for Non formal Education.

Statement

(Figures in lakhs)

Sl. No. State/UT	Coverage under the programme for supply of free text books and stationery for primary schools children	
	1985-86	1986-87
1. Andhra Pradesh	27.48	27.48
2. Assam	2.00	1.05
3. Bihar		

From academic session 1983, all students upto class V get text books at half price.

1	2	3	4
4.	Gujarat	10.00	10.00
5.	Haryana	4.00	4.00
6.	Himachal Pradesh	0.27	0.21
7.	Jammu & Kashmir	1.20	1.20
8.	Karnataka	52.68	52.68
9.	Kerala	1.00*	NA
10.	Madhya Pradesh	18.79	19.25
11.	Maharashtra	1.20	1.40
12.	Manipur	NA	NA
13.	Meghalaya	0.05	0.05
15.	Nagaland	This scheme has been transferred to non-plan since 1985.	
15.	Orissa	Programme discontinued since 1982-83.	
16.	Punjab	NA	NA
17.	Rajasthan	3.32	3.32
18.	Sikkim	0.62	0.68
19.	Tamil Nadu	NA	NA
20.	Tripura	NA**	NA**
21.	Uttar Pradesh	0.19	0.19
22.	West Bengal	Free text books are being supplied to all primary students in Bengali and Nepali medium. Some text books in Hindi, Urdu and Santhali (Alchiki scripts) are also being supplied.	
23.	Arunchal Pradesh	1.05	1.13
24.	Andaman & Nicobar Islands	0.41	0.42
25.	Chandigarh	NA	NA
26.	Dadra & Nagar Haveli	0.15	0.15
27.	Delhi	5.76	5.91
28.	Goa, Daman & Diu	0.15	0.16
29.	Lakshwadweep	0.08	0.09
30.	Mizoram	NA	NA
31.	Pondicheiry	0.24	NA

Data is based on the information given by the State Governments at the time of annual plan discussions for 1986-87.

*Information pertains to supply of note books.

**Rs. 1.35 lakhs during 1985-86 and Rs. 2.33 lakhs during 1986-87 have been provided for supply of free text books and stationery.

[*Translation*]

**Reduction in size and number of
Stalls at Railway Stations**

1337. **SHRI KAMLA PRASAD RAWAT** : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have taken steps to reduce the size and number of stalls provided at platforms ;

(b) if so, the number of the stalls at New Delhi and Delhi Main Railway Stations taken up for reducing the size for which orders have been issued ; and

(c) if no action has been taken, the reasons for not complying with the orders immediately together with the details in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Zonal Railways have instructions to reduce the size and number of stalls, wherever warranted and feasible, to reduce congestion on platforms.

(b) Four stalls have been taken up for reduction of size at New Delhi Station.

(c) Does not arise.

[*English*]

**Appointment of Private Security
Guards by Metro Railway Authority**

1338. **SHRI SANAT KUMAR MANDAL** : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Calcutta Metro Railway Administration proposes to appoint private Security guards for partial manning of its security wing ; and

(b) if so, the reasons therefor and the reasons why the Railways Protection Force is not being given this job ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI

MADHAVRAO SCINDIA) : (a) and (b) The proposal of Metro Railway, Calcutta is for utilising guards from recognised private agencies for manning of entry gates of Metro Stations for functions which are not the normal duties of Railway Protection Force.

Working of N.C.E.R.T. Organisation

1339. **SHRI D.L. BAIHA** : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the programme and functions of National Council of Educational Research and Training organisation ;

(b) whether any study has been made of the working of this organisation as to how far it has been successful in achieving its objective ;

(c) if so, the details thereof ; and

(d) the action taken by Government thereon ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) The National Council of Educational Research and Training functions as an academic adviser to the Ministry of Human Resource Development in formulating and implementing policies and programmes in the field of education, particularly school education. To realize the above objectives, it undertakes the following programmes :—

- Conducts, aids, promotes and coordinates research in all branches of school education ;
- Organizes pre-service and in-service training of teachers, mainly at an advanced level ;
- Organizes extension services for institutions, organisations and agencies engaged in educational reconstruction ;

- Develops and experiments with improved educational techniques, practices and innovations ;
- Collects, compiles, processes and disseminates educational information ;
- Assists the States and the State-level institutions, organisations and agencies in developing and implementing programmes for qualitative improvement of school education ;
- Collaborates with international organisations like UNESCO, UNICEF, etc., and with national-level educational institutions of other countries ;
- Extends facilities for training and study of educational personnel from other countries ; and
- Serves as the academic secretariat of the National Council for Teacher Education (NCTE).

(b) The Government had set up a Task Force on National Council of Educational Research and Training in 1984 to recommend organisational reforms. The Task Force submitted its report in 1985.

(c) and (d) The decisions of the Government on the recommendations of the Task Force are contained in the Ministry of Education's Resolutions No. 24-1/84-Sch. 4 dated the 20th December, 1985 appended as Annexure). [Placed in Library. See No. LT 3907/87]

Difficulties faced by Airlines due to Restrictions on Remittances

1340. SHRI SRIBALLAV PANI-GRAHI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Financial Committee of the International Air Transport Association (IATA) in its annual report has expressed concern over the difficulties being faced by airlines owing to restrictions on

remittances by some Arab, African and Latin American countries which have led to a huge accumulation of funds in these countries ;

(b) if so, the details regarding the reports as well as the difficulties stated therein, being experienced, the amount of money still remaining blocked and the names of such countries ; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) to (c) The IATA Financial Committee in its report to the 1986 Annual General Meeting of IATA have mentioned that airlines are facing increasingly difficult remittance situation. The total amount outstanding on 1st August, 1986 was approximately US \$ 816 million compared to US \$ 900 million at the same time one year previously. Despite this improvement, many countries are currently suffering from a general deterioration in their economic situation. As a consequence, airlines are again facing increasingly difficult remittance situation. The countries involved are in Africa and Middle-East. The Government has considered several suggestions including import of crude oil for release of such funds.

Preservation of Ancient Manuscripts in Adyar Library and Research Centre, Madras

1341. SHRI C. JANGA REDDY :
DR. A.K. PATEL :

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

(a) whether the Adyar Library and Research Centre at Madras reputed to be one of the best on Indology and Orientalology in the world has a number of invaluable palm-leaf ancient manuscripts in various languages on a variety of subjects ;

(b) if so, the details thereof ;

(c) the steps being taken to preserve them safely for posterity and make them available for wide circulation for scholars all over the world ; and

(d) the names of countries whose scholars have shown interest in the Adyar Library as yet ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) and (b) The Adyar Library and Research Centre is a non-Government voluntary organisation. The Library claims to possess an extensive collection of books periodicals and unpublished manuscripts. It is reported to have palm-leaf and paper manuscripts and transcripts numbering about 20,000.

(c) To ensure better preservation, manuscripts are reported to be kept in air-conditioned rooms and as per techniques recommended by the National Archives of India. Further, the Government of India, under the scheme of financial assistance for preservation of manuscripts, has given grants during the last six years to this Library for preservation/printing of manuscripts and also for purchase of equipments. Indira Gandhi National Centre of Arts is preparing a computer data-base of all the Manuscripts and also has programme for their microfilming etc. subsequently, Manuscripts etc. are made available for study to scholars according to the rules of the Library.

(d) Information in this regard is not readily available.

Waiting Hall at Patna Junction

1342. SHRI VIJOY KUMAR YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to get the second class waiting hall at Patna Junction vacated from the Bihar Military Police, in order to provide the facility to the public ;

(b) if so, the time by which it will be done ; and

(c) if not, the reasons thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) Yes, Sir. A part of the Second Class Waiting Hall at Patna is occupied by them. The matter has already been taken up with the Government of Bihar for getting the same vacated at the earliest.

Recommendations of Railway Reforms Committee

1343. PROF. NARAIN CHAND PARASHAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have taken any decision for implementing the recommendations of the Railway Reforms Committee on the Administrative Reorganisation viz. the creation of new Zones/Divisions ;

(b) if so, the names of the new Zones/Divisions created since the report was submitted and the time schedule drawn up for creating the remaining Zones/Divisions ; and

(c) if not, the reasons therefor and the likely date by which a definite time schedule would be drawn up ?

▼

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

(b) and (c) After the receipt of the report of the Railway Reforms Committee, two Divisions with headquarters at Malda and Bhopal have started functioning and work is in progress in respect of three Divisions with headquarters at Ambala, Sambalpur and Nanded. Due to severe constraint of resources it has not been possible to take up formation of any additional Divisions.

Formation of Rehabilitation Council

1344. SHRI LAKSHMAN MALICK : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that a number of Physiotherapists and Occupational Therapists all over the country have informed Government regarding the recently formed Rehabilitation Council without their consent ;

(b) if so, the details thereof ; and

(c) the reaction of Government in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Yes. This Ministry have received representations from some Physiotherapists and Occupational Therapists' Associations requesting that Physiotherapy and Occupational Therapy should not be clubbed in the proposed Rehabilitation Council by the Ministry of Welfare.

(b) and (c) The Ministry of Welfare have set up a Rehabilitation Council as an apex body to enforce uniform standards for manpower training programme in the field of rehabilitation of the disabled in the country. The categories of Occupational Therapists and Physiotherapists were also brought within the purview of the Council. However, considering the representations from the Associations of these categories of the personnel, the Ministry of Welfare has been requested by this Ministry to exclude them from the proposed Rehabilitation Council.

Existence of Legendary River Saraswati

1345. D.R. B.L. SHAILESH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the existence of legendary river 'Saraswati' has been traced by the team of archaeologists, historians, experts in Vedic literature and other scholars who charted the nearly 4,000 kilometres course of this extinct river sometime; and

(b) if so, their findings ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION & CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) and (b) Government is aware of some press reports regarding such an expedition sponsored by a private organisation. No authentic report on the expedition as such has yet been published in any scientific/archaeological journal.

Exploitation of Ground Water Resources

1346. SHRIMATI JAYANTI PATNAIK : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Government have been laying emphasis on the exploitation of ground water resources in the country as it is less expensive ;

(b) if so, the funds earmarked for exploitation of ground water resources in different States ; and

(c) the details thereof ?

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

(b) and (c) Ground Water development in the country is being undertaken through funds provided from public outlays and institutional finance. The State-wise details for the 7th Plan are given in the statement given below.

Statement

Estimated VIIIth Plan outlay for Ground Water Schemes only and Institutional Finance for the entire Minor Irrigation Programme

(Rs. in crores)

S. No.	State	Plan Outlays	Institutional Finance
1.	Andhra Pradesh	44.96	509.3
2.	Assam	43.07	53.2
3.	Bihar	106.09	323.2
4.	Gujarat	55.96	144.5
5.	Haryana	12.17	96.4
6.	Himachal Pradesh	2.20	0.6
7.	Jammu & Kashmir	8.67	0.9
8.	Karnataka	7.59	181.4
9.	Kerala	7.00	76.8
10.	Madhya Pradesh	79.10	467.0
11.	Maharashtra	27.06	279.6
12.	Manipur	0.22	—
13.	Meghalaya	0.95	—
14.	Nagaland	—	—
15.	Orissa	6.33	557.2
16.	Punjab	11.00	151.0
17.	Rajasthan	2.35	107.8
18.	Sikkim	0.12	—
19.	Tamil Nadu	40.65	57.1
20.	Tripura	5.23	4.0
21.	Uttar Pradesh	450.45	301.4
22.	West Bengal	22.28	201.6
23.	Arunachal Pradesh	*	*
24.	Mizoram	*	*
Total States		933.45	3513.0
25.	U.Ts	46.87	—
Total States/UTs		980.32	3513.0
Central Sector		110.00	—
		1090.32	3513.00

*Included under Union Territories.

Reduction in fuel Cost in International Market

1347. SHRI ARUN KUMAR NEHRU : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it is a fact that fuel cost has gone down in the International market ;

(b) if so, the extent of shortfall in cost and its impact on the Indian Airlines and Air India ; and

(c) what are the additional avenues generated by Air India and Indian Airlines, separately during the last two years, as a result thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Whereas fuel prices in international market had gone down till December 1986, it has again gone up from 15th February 1987.

(b) While, for Air India, the extent of shortfall in fuel cost is approximately Rs. 41 crores during 1986-87, the reduction in fuel cost has no significant impact on Indian Airlines.

(c) Because of reduction in fuel price, the fuel cost shows a reduction. It does not entail generation of more revenue.

Joint Study of Brahmaputra Tributaries

1348. SHRI NITYANANDA MISRA : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether it is a fact that a joint study was undertaken to assess the volume of water flowing through the tributaries of Brahmaputra so that it can be tapped for the mutual benefit of the three neighbouring countries of Nepal, India and Bangladesh ;

(b) if so, at what stage the matter rests ;

(c) what are the findings of the survey already made ; and

(d) by what time this is going to be completed ?

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

(b) to (d) Do not arise.

Bombay-Kodal Vayudoot Service

1349. PROF. MADHU DANDAVATE : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether there is a proposal for introduction of Vayudoot service from Bombay to Kudal, the district headquarter of the Sindhudurg district of the Konkan region in Maharashtra ; and

(b) if so, what is the response of Government to this proposal ?

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

(b) Does not arise.

Allotment of Bookstall to M/s. A.H. Wheeler

1350. SHRI DHARAMVIR SINGH TYAGI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that several Members of Parliament had suggested the allotment of a bookstall to M/s. A.H. Wheeler & Company (Private) Limited at the newly constructed platform at Allahabad, Uttar Pradesh in lieu of surrendering another station-bookstall to be mutually decided between the Company and the Railways ;

(b) whether such requests have been made keeping in view their very long experience as the Railway bookstall contractor ;

(c) whether it is also a fact that the fresh allotment at Allahabad Station is not likely to exceed the limit of the number of their present holdings; and

(d) if so, the action taken/proposed to be taken in this regard?

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

(b) This was mentioned in the letters.

(c) Any fresh allotment will exceed their present holding.

(d) The suggestion was not agreed to, and the Members of Parliament were advised accordingly.

Decentralisation of DTC Management

1351. DR. G. VIJAYA RAMA RAO : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether it is a fact that the Management of the Delhi Transport Corporation is going to be decentralised into four zones :

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

(c) the benefits which the staff and passengers are likely to get as a result thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) Functional decentralization for operations through four regions has been effective since 10th December, 1986.

(c) The decentralization envisages working autonomy at regional level, while the corporate office would concern itself with policy and monitoring and co-ordination. The advantages to the staff would be through quicker disposal of individual personnel cases at the Regional level. As for passenger, since the General Managers in charge of the regions are vested with

powers of operations and maintenance, aim of more efficient service is expected to be achieved.

Anganwaris/Adult Education Centres in Orissa

1352. SHRI ANADI CHARAN DAS: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the action taken to open Anganwaris/Adult education centres and number of such centres opened district-wise in Orissa during 1985-86, 1986-87 and proposed to be opened in 1987-88,

(b) whether it is a fact that the motto of the programme (as per plans) is to accord priority to opening of such centres in the areas inhabited by Scheduled Castes/Scheduled Tribes;

(c) if so, the reasons for not extending the programme to all the blocks under Jaipur sub-division which has majority of Scheduled Castes/Scheduled Tribe population; and

(d) the number and places of such centres proposed to be opened in 1987-88 in Cuttack District?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMTI KRISHNA NAHI): (a) A statement showing district-wise Anganwaris/Adult Education Centres opened during 1985-86 and 1986-87 and number of Adult Education Centres proposed to be opened during 1987-88 is given below. The question of ICDS Projects for 1987-88 is yet to be decided.

(b) Yes, Sir.

(c) Rural Functional Literacy Projects are opened in one or two contiguous blocks in a district and can be shifted after illiteracy in the age group 15-35 is removed in that area.

(d) 600 Adult Education Centres have been proposed in Cuttack District during 1987-88,

Statement

Sl. No.	Name of the District	No. Of Anganwaris/Adult Education Centres (AECs) opened during					
			1985-86		1986-87		1987-88
			Anganwaris	AECs	Anganwaris	AECs	AECs
1	2	3	4	5	6	7	
1.	Balasore	R-115	380	-		600	600
2.	Bolangir	R- 57	600	-		600	600
3.	Cuttack	R-256	600	R-14		600	600
4.	Dhenkanal	R- 69	-	-		980	600
5.	Ganjam	T- 72	-	T-109		1200	600
6.	Kalahandi	R- 75	-	-		1200	600
		T-201	-	-		-	-
7.	Keonjhar	T-193	600	T-209		600	600
8.	Ko aput	T- 39	300	T-501		900	600
9.	Mayurbhanj	T- 74	600	T-283		600	600
10.	Puri.	R- 89	380	-		600	600
11.	Phulbani	T- 54	300	T- 80		600	900
12.	Sambalpur	T- 93	380	T- 97		600	600
13.	Sundargarh	T- 91	-	T-255		680	300

Note : R and T stands for Rural and Tribal Projects.

Plan Submitted by Kerala to Construct Check Dams

1353. SHRI P.A. ANTONY : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the Kerala Government has submitted a plan for constructing Check Dams on various rivers of the State to make use of water flowing to the ocean ; and

(b) if so, the details of the proposal and the action taken thereon ?

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

(a) No, Sir.

(b) Does not arise.

Primary Schools in Tribal Belt of Chhota Nagpur

1354. SHRI SIMON TIGGA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Union Government have given instructions to the State Government to set up primary schools in the interior of tribal belt of Chhota Nagpur for the educational development of tribals ;

(b) if so, the details of the proposal and the amount sanctioned ; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF

HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) No, Sir.

(b) Does not arise.

(c) The Programme of Action drawn up to implement National Policy on Education, 1986 states that "All State Governments will ensure that all habitations with a population of 300 (200 in the case of tribal, hilly and desert areas) will be provided a primary school within 7th Plan". State Governments set up primary Schools taking into account their need and location. A letter has been sent to all the States/ Union Territories requesting them to initiate action to open new schools in this manner as early as possible.

Fake Working Women Hostels in Jamshedpur

1355. SHRI HARIHAR SOREN : Will the Minister of Human Resource Development be pleased to state:

(a) whether some fake working women's hostels at Jamshedpur in Bihar have drawn money from Union Government;

(b) if so, the details thereof and the amount drawn by such hostels; and

(c) the action initiated against the persons responsible therefor?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCES DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) No, Sir.

(b) and (c) Does not arise.

Implementation Of Operation Blackboard

1356. SHRI SYED SHAHABUDDIN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have prepared estimates of the cost of implementing the Operation Blackboard throughout the country;

(b) if so, the breakup by major items/objectives;

(c) the extent to which funds will be available during the current and the coming financial years; and

(d) the pattern envisaged for the division of the cost of the Operation between the Central and the State Governments under each major item?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) to (d) A scheme for implementing the 'Operation Blackboard' as envisaged in the National Policy on Education 1986 is being finalised by the Ministry. The scheme would provide financial assistance to States/Union Territories for implementing this programme in a phased manner and will naturally include estimated cost of various components and the whole scheme. The costs of various components of the scheme and the pattern of assistance to States/Union Territories would become known after the scheme is approved. Some budget proposals for implementation of the scheme have been made for 1987-88 and these would become known after the budget is passed by the Parliament.

Multi-purpose Irrigation Project Awaiting Clearance From World Bank

1357. SHRI BRAJA MOHAN MOHANTY : Will the Minister of WATER RESOURCES be pleased to state:

(a) whether any multi-purpose irrigation project is awaiting clearance from the World Bank Agency for financial assistance; and

(b) if so, the details thereof?

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

(b) Does not arise.

Depletion of Ground Water Reserves in India

1358. SHRI MURLI DEORA : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Government have made an evaluation of the ground water reserves in the country ;

(b) whether it is a fact that the ground water levels are depleting very rapidly ; and

(c) if so, remedial measures proposed to be taken ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) Groundwater resources of the country have been assessed at about 42 million hectare metres.

(b) and (c) Some fall in ground water levels has been observed in certain areas. Artificial recharge of ground water in selected areas is proposed to be taken up shortly.

Setting up of Expert Committee to Reassess Danger to Taj From Pollution

1359. SHRI BANWARI LAL PUROHIT : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Union Government have received any suggestion to constitute a committee to experts to reassess the danger to Taj Mahal posed by pollution ;

(b) if so, the details of the representations/suggestions received by the Union Government during the past six months ;

(c) whether Government propose to set up a committee of experts to reassess the danger to Taj Mahal posed by pollution ; and

(d) if so, when and if not, reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) to (d) No Sir. Since the Government have already constituted in 1984 a High Power Expert Committee for looking into the problems connected with the preservation of the Taj Mahal including the effect of pollution, the question of setting up any new committees does not arise. All suggestions/representations are duly considered by the committee which hold its regular meetings.

Uniform Wage Policy for Doctors

1360. SHRIMATI GEETA MUKHERJEE : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the Indian Medical Association has requested Government to constitute a National Wage Board to evolve a uniform wage policy for doctors employed under various categories ; and

(b) if so the details thereof and Government's reaction thereto ?

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

(b) The Indian Medical Association has requested the Government to evolve a uniform pay structure for Junior Doctors, service doctors in various Government, public sector, semi-government services and medical teachers. The State Government lay down the pay structure of their employees including doctors keeping in view their financial resources and connected factors. As of now it appears difficult to formulate a national wage policy in respect of doctors alone.

**Restoration Work of Urga Narasimha
Statue, Hampi**

1361. **SHRI V.S. KRISHNA IYER :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the restoration work of the 22 feet colossal monolithic Urga Narasimha statue at Hampi was taken up by the Archaeological Survey of India ;

(b) whether it has come to the notice of Government that the original statue had been disfigured in the process of restoration ;

(c) whether the international authorities on Sculpture were consulted before this work was taken up ; and

(d) whether Government would suspend the work and consult the international authorities on Sculpture if not done so far ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCES DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) Yes, Sir.

(b) to (d) Restoration and Conservation of Urga Narasimha statue at Hampi was undertaken by Archaeological Survey of India which has now been stopped pending the findings of a Committee set up by Government of India. For undertaking such conservation work, consultation of international experts was not considered necessary.

**Schemes sanctioned under Central
Social Welfare Board**

1362. **DR. V. VENKATESH :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether any schemes have been sanctioned by the Central Social Welfare Board for socio-economic programmes in 1984-85, 1985-86 and 1986-87 in Karnataka ;

(b) if so, the details thereof ; and

(c) the number of women benefited under each scheme during 1985-86 and 1986-87 ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCES DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) Yes, Sir.

(b) The information is given in the statement given below.

(c) Name of the scheme No. of beneficiaries

	1985-86	1986-87 (upto 31.1.87)
Production Unit	116	43
Dairy Unit	185	35

Statement

Schemes Sanctioned under Central Social Welfare Board

List of Institutions in Karnataka to which grants were sanctioned/released.
1984-85 Production Units

Sl. No.	Name & Address of the institution	Scheme	Amount Sanctioned/ Released	No of Benefi- ciaries
1.	Jyothi Women Welfare Association, Regd No. 150, 8th Cross, 4th Main Rd Chamaraipet, Bangalore	Mfg. of Envelopes, Files Folders & for Printing work	1,33,680/-	25

1	2	3	4	5
2.	Swavalamban, Unit of Hundu Seva Prathisthana 87/4, Padmasaden, Gandhi Bazar Main Road, Banbalore	Wollen knotted garments	50,400	13
3.	Vanitha Seva Mandire, 682/A. 4th Block, Rajajinagar, Bangalore	Printing Press	69,910	15
4.	Sree Akkamahadevi Mabila Samaja (R) Akkamahadevi Road, 2nd Main P J. Extension Devangore, Chitrandurge Dt.	Mfg. of Condiments & Vermicilli	51,170	12
5.	The Ranebennur Taluka Khadi Workers' Bus Stand Rd Ranebennur, Dharwar Dist.	Cane and Bamboo articles	63,450	30
6.	Shri Karnataka Education Society, Market Yard, Mahatma Basavoshwar Nagar, Dharwar Dist.	Printing Press	7,02,110	20
7.	Ayas Industrial Association, Door No 61, Venkatagiri Kote, Chintamani, Kolar Dt.	Mfg. of Charaka Raw Silk	90,700	28
8.	Buddan Industrial Association Door No. 991. Cornation Rd, New Town, Ban-arpet, Kolar. Dist.	Garment Making	1,61,720	41
9.	Sri Venkateswara Ittingo Karmikara Sangha, Channasandra Grama, Vemagally Hobli. Kyalanur Post, Kolar Dist.	Mfg. of Charaka Raw Silk	46,470	26
10.	Gramabhivrudhi Mandala, Dibburahalli, Sidlaghatta Tq, Kolar Dist.	Bricks Manufacture	13,170	20
11.	Modi Match Industries Association, Harobande, Manchanable, Chickballapur Tq. Kolar Dist.	Safety Match Boxes	1,00,000	40
12.	Taz Welfare Association, No. 115, Port, Sidlagatta, Kolar Dist.	Mfg. of Charaka Raw Silk	64,940	28

1	2	3	4	5
13.	Sri Uma Maheshwari Harijan, Industrial Training Society, Bapoojinagar, Chickballapur, Kolar Dist.	Country Bricks Mfg.	39,000	40

AGRO BASED UNITS

1.	Sree Sujana Seva Mahila Mandali, Thavanige, Chanagiri Tq. Shimoga Dist.	Dairy	83,480	20
2.	Mahila Samaja, Bingadasalli-Trikora Tq. Chickmagalur Dist.	-do-	20,870	5
3.	Chikkodi Taluka Kasturba Mahila Mandali, Chikkodi, Belgaum Dist.	-do-	83,480	20
4.	Belguam Integrated Rural Development Society, Naganoor, Gokak, Belguam Dist. Knt.	-do-	83,480	20
5.	Mahila Mandali, Vandali Tq. B-Bagewadi, Dist. Bijapur	-do-	83,480	20
6.	Sree Basaveshwar Seva Mandir, Basawan Bagewadi, Dist. Bijapur Dist. Bijapur	-do-	83,480	20
7.	Shri Satya Saibaba Education Society, R.D. Ragi House, Bijapur, Dist. Bijapur.	-do-	20,870	5
8.	Hangal Taluka Mahila Mandali Akki Alur, 581102, Dharwad Dt.	-do-	41,470	10
9.	Mahila Mandal, Hosavcerapur Tq. Hirakerur, Dist. Dharwad.	-do-	62,610	15
10.	Sri Honnamma Devi Mahila Mandal, Honnathi Tq. Ranideennur, Dharwad.	-do-	83,480	20
11.	The Pon Town Taluka Milk Producers Co-op. Society Ltd, Ron-Taluk. Ron Dharwad Dt.	-do-	41,470	10

1	2	3	4	5
12.	Mahila Manjal, Payanal Hubli Tq. Dharwad Dist.	-do-	41,470	10
13.	Kasturba Mahila Seva Samaja, Desai Galli Old Hubli, Dharwad Dist.	-do-	20,870	5
14.	Akkamahadevi Mahila Mandali, Kanan, Siddaqueri, P.O. Rattalialli Taluk Hirekerun, Dharwad Dist.	-do-	41,470	10
15.	Sri Bhavani Mahila Samaja, No. 12 (10) K.V. Lane IIIrd Cross Akkipet, Banagalore.	Dairy	62,610	15
16.	Karnataka State Council for Child Welfare, 135 IIIrd Cross Mandiduya Rd. Jayamahal. Bangalore Dist.	Self Employment (S. Machine)	20,000	20
17.	-do-	Dairy	83,480	20
18.	Saraswathi Sangitha Sangha, Ashrama Chickaikana Halli P.O. Tumkur Dist.	-do-	83,480	20
19.	Bharathi Mahila Samaja, Kurabaraballi-57720 Dist. Chitradurga, Knt.	-do-	20,870	5
20.	Rajarajeshwari Mahila Samaja, Davanagera Tq. Chitra Durga Dist.	-do-	20,870	5
21.	Buddan Industrial associa- tion, No. 991, Carmatin Road, Raith Block, Bangarpet, Kolar Dt.	-do-	20,870	5
22.	Sri Lakshmi Narasimba High School Society, Sedall, Sidleghatta Tq. Kilar Dist.	-do-	20,870	5
23.	Romal Grababhivrudal Sangha, Peresandra Chick- ballapur Tq. Kolar Dist.	-do-	41,470	10
24.	Kasturiba Mahila Samaja, Haradanahalli Chamaraj Nagar, Mysore Dist.	-do-	62,610	15

1	2	3	4	5
25.	T.A. Pai Institute for Rural Development Perampalli (Via) Kunji Batty, Udipl Tq. South Kanara Dist.	-do-	83,480	20
26.	Gramabhiwrudhi Mandali Dibburahalli, Kolar Dist.	-do-	20,870	5
27.	Gokilam Education Centre, No -12-Kalappa Block, Basavagudi, Bangalore.	-do-	20,870	5

1985-86

Production Units

1.	Sumana Halli, (Leprosy Rehabilitation Tr. Research Centre) 99 Resi- dency Rd, Magadi Rd Sajjapalya Village, (Opp. Beggars Colony), Bangalore	Sericulture Unit	85,400	25 P.H.
2.	-do-	Building grant (for const. of workshed)	25,000	25 (P.H.)
3.	The Women's Welfare Society H. No. 1079, Acherygalli, Shahapur, Belgaum-590003	Printing & Book-binding	26,450	16
4.	Prashanth Industrial Society, H. No. 281 Kuru- bara Oni, Harihar Chitradurga Dist.	Mfg. of Agarbathi	74,100	41
5.	Mahila Mandal of Mundargi Mundargi, Dharwar Dist.	Mfg. of Bardan Bags	1,93,200	34

AGRO BASED UNITS

1.	Sree Shubadaya Mahila Samaja, Karnataka Sangha Building, Channagir, Shimoga Dist.	Dairy	83,400	20
2.	Shiva Industrial Association, Kagathur Pet, Channagir Tq. Shimoga Dist.	-do-	62,610	15

1	2	3	4	5
3.	Devangi Mahila Mandali, Devangi, Thirthahalli Taluk Shimoga Dist.	-do-	20,870	5
4.	Taluka Level Tunga Mahila Mandal, Thirthahalli, Taluk, Shimoga Dt.	-do-	20,870	5
5.	Sree Sharada Mahila Samaja, Midigesh Madbugiri, Tumkur Dist.	-do-	20,870	5
6.	Jagacamba Mahila Mandal, Melivala (P & V) Malur, Hubli & Tq. 562130 Kolar Dist.	-do-	20,870	5
7.	Sree Raghavendra Education Society 296, Kadrappa Street, (Sidlagahatta-562105) Kolar Dt.	-do-	20,870	5
8.	Seetha Mahila Mandal Gangapandra (Village) Masth (Post) Malur (Tq) Kolar Dist.	-do-	20,870	5
9.	Padmavathi Mahila Samaja, Chikkathirupathi, Malur Tq. Kolar Dist.	-do-	20,870	5
10.	Sri Shankarashwara Swamy Mahila Mandal, Mangala Chamraja Nagar Tq. Mysore Dist.	-do-	62,610	15
11.	Shri Sarada Mahila Samaja, Belagera-(Post) Challakere Tq-Chitradurga Dist.	-do-	83,780	20
12.	Jai Hanuman Khadi Gramo- dyoga Kaigarika Sangha, Santhi Nagar, Kamal, Bijapur Tq & Dist.	-do-	83,480	20
13.	Mahila Mandal, Novilgon Honavar Tq. North Kanara Dist. Karnataka.	Dalry	83,480	20

1	2	3	4	5
14.	Bhartiya Adimajati Sevak Sangh, Branch Office II Cross Sadashiva Nagar, Belgaum Dist.	-do-	83,480	20
15.	Mahila Seva Samaja, Jagslar, Chitradurga Dist.	-do-	83,480	20

1986 87 (Upto 31.1.87)

Production Units

1.	Vishawdharna Mahila Mathu Makkala Shikshan Seva Sham Samiti Veerapru Oni Hubli-580020, Dharwar Dist.	Printing Press	1.18,350	15
2.	Saraswati Silk Reelers Gramodyoga Sangha, Channa Sandra, Kyalanor Pet, Kolar Taluk, Kolar Dist.	Sericulture Charaka Raw Silk	64,955	28

AGRO BASED UNITS

1.	Rudrambika Mahila Mandal, Tq. & Dt. Bidar, Karnataka	Dairy	41,470	10
2.	Mahila Mandal. Halligudi At & Post- Halligudi Mundargi Tq. Dharwar Dist.	-do-	41,470	10
3.	Adarsh Yuvak Sangha, Nyamath Sangolli Rayanna, Extension, Honnali Tq. Shimoga (Dt.) 577225.	-do-	41,470	10
4.	Mahalakshmi Mahila Mandali, Thirumani. Perasandra (Via) Gudibanda- Tq. Kolar Dist.	-do-	20,870	5

Theft of Antiques

1363. SHRI C. MADHAV REDDI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether any investigations have been made by the police against the persons responsible for thefts and attempts to send out of the country a large number of antiques detected in January, 1987 ;

(b) if so, the outcome of the investigations and whether the persons involved have been prosecuted in a Court of Law ; and

(c) the details of the art pieces recovered by the police ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) to (c) Police recovered 214 art pieces during January and February, 1987 comprising sculptural and structural fragments of stone, terracotta and metal. The investigations are still in progress.

[Translation]**Rehabilitation of Prostitutes**

1364. SHRI DILEEP SINGH BHURIA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased state :

(a) whether Government have any schemes for rehabilitation of prostitutes in the country and to provide education and medical facilities to their children ;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET

ALVA) : (a) and (b) Under the provisions of the Immoral Traffic (Prevention) Act, 1986, the State Government and Union Territory Administrations have established protective homes in which women and girls who are in need of care and protection, may be kept and where appropriate technical qualified persons, equipment and other facilities are to be provided. Women and girls, who are in need of correction, are to be detained in corrective institutions under the said Act. There are 120 Protective Homes District shelters in various States/ Union Territory Administrations and their institutional capacity is 6158.

(c) Question does not arise.

[English]**Permanent Commission on Women**

1365. SHRI DHARAM PAL SINGH MALIK :

SHRI SUBHASH YADAV :

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

(a) whether there is any proposal under consideration of Government to appoint a permanent Commission on women in the country ;

(b) if so, when such a commission is to be appointed ; and

(c) whether Government have taken note of the demands made at the All India Women's Congress held recently at Gwalior and the action taken, if any ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) No, Sir.

(b) The question does not arise.

(c) Yes, Sir. The resolutions relate to atrocities committed on women. Uniform Civil Code, promotion of women's literacy etc. which are under already consideration of Government.

Working of Kendriya Vidyalaya Sangathan

1366. CH. RAHIM KHAN :

SHRI VIJOY KUMAR
YADAV :

SHRI C. JANGA REDDY :

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

(a) whether Government have been receiving several representations during the past few months about the alleged mal-functioning of the Kendriya Vidyalaya Sangathan particularly in matters of recruitment, promotion and transfer of teachers ;

(b) if so, whether these complaints have been examined and problems identified ; and

(c) the remedial action taken or proposed to be taken ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) Yes, Sir.

(b) and (c) The representations received were examined. Some of the specific measures initiated to further improve objectivity and promptness in management are (i) re-examination of management system and increased use of computers (ii) rationalisation and simplification of transfer policy from 1987 (iii) clearly defined delegation of powers to regional levels and Constitution/effective functioning of school and regional level committees.

[Translation]

Revision of Pay Scales of Nurses

1367. SHRI BALWANT SINGH
RAMOOWALIA :

SHRI TEJA SINGH DARDI :

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

(a) the justification for not revising the pay scales of nurses by Government as per recommendations of the Fourth Pay Commission ;

(b) whether Government propose to take a decision in the matter now ; and

(c) if so, when ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Government have already accepted and implemented the recommendations made by the Fourth Pay Commission on the Pay Scales of nurses

(b) and (c) Do not arise.

[English]

Steps for Economic Independence of Women

1368. DR. KRUPASINDHU BHOI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the steps taken for economic independence of women ;

(b) the steps social organisations are taking in this direction and the help extended to them by Government ; and

(c) the details of further steps envisaged in this direction ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND

CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) :
(a) to (c) The undermentioned schemes are being implemented by the Department of Women and Child Development and the Central Social Welfare Board for the economic development of women :—

- (i) Setting up of Employment and Income Generating Training cum-Production Centres ;
- (ii) Support to Training-cum-Employment Programme for Women ;
- (iii) Women's Development Corporation.
- (iv) Socio-economic Programme for the needy being implemented by the Central Social Welfare Board ;
- (v) Hostels for Working Women; and
- (vi) Women's Training Centres/Institutions for Rehabilitation of Women in Distress (Welfare of Destitute Women and Children).

The schemes mentioned at (ii), (iv), (v) and (vi) above are being implemented by the Social organisations/institutions with financial assistance from the Central Government and the State Governments. The schemes mentioned at (ii) and (iii) above are new schemes taken up this year as further steps in this direction.

[*Translation*]

Proposal to Open Kendriya Vidyalaya in Tonk District of Rajasthan

1369. SHRI BANWARI LAL BAIRWA:
Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government are considering a proposal to open a Kendriya Vidyalaya in Tonk District of Rajasthan; and

(b) if so, the decision taken in the matter ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (i) and (b) A new Kendriya Vidyalaya has already been opened during 1986-87 in the Campus of Central Sheep & Wool Research Institute, Avikanagar, District Tonk, Rajasthan. No other proposal for Tonk is under consideration.

Identity Cards to Private Bus Owners Under DTC

1370. SHRI JAGANNATH PRASAD:
SHRI KAMLA PRASAD SINGH :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether a proposal to issue identity cards to the owners of private buses plying under Delhi Transport Corporation is under consideration of Government ;

(b) if so, the reasons therefor and when the identity cards are likely to be issued to them ;

(c) whether most of the private bus owners have given wrong addresses to the Corporation ; and

(d) the number of such bus owners and the action proposed to be taken by Government against them ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) The practice is already in vogue. The identity card is issued to identify the bonafide owner of the bus to ensure that every day-to-day dealing is done with the bonafide owner.

(c) and (d) 11 cases came to the notice where bonafide ownership, with reference to the addresses given by the operators in the documents entered with DTC, was not fully established. The DTC intimated them its decision not to continue with such private operators.

[English]

Landing and Take Off Equipment at Delhi and Bombay Airports

1371. SHRI RAM DHAN :

SHRI YASHWANTRAO
GADAKH PATIL :

SHRI HAFIZ MOHD. SIDDIQ:

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it is a fact that the instrument landing system which provides for landing and take off even in adverse weather conditions installed at Delhi and Bombay Airports at a heavy cost are not functioning properly resulting in delay of large number of flights during winter months; and

(b) if so, what action is being taken to improve the situation to remove inconvenience to passengers?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTIER) : () No, Sir. The Instrument Landing Systems provided at Bombay and Delhi Airports are working satisfactorily.

(b) Does not arise.

Proposal to Improve Eye Camp Surgery

1372. SHRI K. RAMACHANDRA REDDY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the International Agency for Preventing Blindness has recommended a set of proposals to the Union Government for improving eye camp surgery in the country ;

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

(c) whether the Union Government contemplate any norms or guidelines based on the proposals of International Agency for Preventing Blindness to be followed while eye camps are conducted for operation of cataracts ?

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

(b) and (c) Do not arise. However, guidelines have already been laid down by the government for conducting eye camps.

[Translation]

Sub-Centre of North Zone Cultural Centre at Almora

1373. SHRI HARISH RAWAT : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether he has received representations for opening a Sub Centre of North Zone Cultural Centre at Almora in Uttar Pradesh ; and

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

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) No, Sir.

(b) Does not arise.

[English]

Expenditure on Navodaya Vidyalayas

1374. SHRI D.B. PATIL :

PROF. SAIFUDDIN SOZ :

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

(a) the number of Navodaya Vidyalayas in the country, State-wise ; and

(b) the estimated expenditure likely to be incurred during 1986-87 ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) The number of Navodaya Vidyalayas opened so far State-wise is given in the Statement given below.

(b) Rs. 20 crores are likely to be spent during 1986-87.

Statement

Sl. No.	Name of the State/UT	No. of Navodaya Vidyalayas started in 1986-87 as on 31.1.87
1	Andhra Pradesh	3
2	Bihar	7
3	Dadra & Nagar Haveli	1
4	Goa, Daman & Diu	1
5	Gujarat	2
6	Haryana	2
7	Himachal Pradesh	4
8	Jammu & Kashmir	5
9	Karnataka	6
10	Kerala	4
11	Madhya Pradesh	7
12	Maharashtra	6
13	Orissa	3
14	Pondicherry	2
15	Punjab	2
16	Rajasthan	5
17	Uttar Pradesh	10
		71

P.S. Two Vidyalayas—One at Jhajjar (District Rohtak, Haryana) & other at Amravati (Maharashtra)—are already functioning w.e.f. 5.3.1986.

Bombay Baroda Flights of Indian Airlines on 10th January, 1987

1375. **SHRI SHARAD DIGHE :**
DR. DATTA SAMANT :
SHRI BALASAHEB VIKHE PATIL :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether any enquiry was made to fix responsibility in the incident where the Indian Airlines Bombay-Baroda Boeing flight on 10 January, 1987 hung on five wheels ;

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

(c) the steps Government propose to take or have taken to avoid recurrence of such incidents ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) Investigation into the incident is yet to be completed.

(c) Remedial steps to prevent recurrence of such incidents in future depend upon the findings of the investigation.

Bomb Explosions in Train Coaches

1376. **SHRI CHIRANJI LAL SHARMA** : Will the Minister of RAILWAYS be pleased to state :

(a) the number of persons killed during the last three years due to bomb explosions in train coaches ; and

(b) the remedial steps proposed to be taken ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The number of persons killed during the last three years due to Bomb explosion in Train Coaches are as under :—

Year	No. of persons killed
1984	Nil
1985	9
1986	1

(b) The following remedial measures are being taken in this regard :—

1. Random checks of passengers luggage are conducted by the Railway police at sensitive stations.
2. Regular announcements are being made on public address system informing public not to carry inflammable and explosive articles in the trains and the passengers are also advised not to touch/pick up any unidentified/unclaimed objects in trains or at station and promptly inform the Police/Railway Officials about such objects.
3. Joint checking of coaches in the washing lines, yards and station platforms is done by Railway Police, RPF and Railway staff to guard against planting of explosives in the coaches.

4. Escorting of important Mail/Express/Passenger Trains is undertaken by Railway Police and RPF in sensitive areas/sections.

5. Co-ordination meetings are held with the Police authorities where law and order problems including prevention of explosions in trains are discussed and preventive measures taken.

Setting up of More Hospitals in Cosmopolitan Cities

1377. **SHRI GURUDAS KAMAT** : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Union Government are planning to set up more Central hospitals in cosmopolitan cities of the country during the Seventh Plan ;

(b) if so, the details thereof with special reference to Bombay ; and

(c) if not, how Government propose to effect the growing needs of medical care of the people living in cosmopolitan cities ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH & FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) There is no proposal for setting up of more central hospitals by the Government of India in the cosmopolitan cities of the country.

(b) Does not arise.

(c) Health is a State subject. Providing of medical facilities/opening of new hospitals etc. is the responsibility of the concerned State Governments.

Madurai-Thirunelveli or Madurai-Tuticorin Vayudoot Service

1378. **SHRI KADAMBUR JANARTHANAN** : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether there is any proposal to connect either Madurai-Thirunelveli or Madurai-Tuticorin by Vayudoot service for the southern most region of Tamil Nadu to be connected with the capital ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) Subject to development of an airport, provision of infrastructure, availability of aircraft capacity and economic viability of operations, Vayudoot has plans to airlink Tuticorin with Madras during the current Plan period.

Indian Physicians in US to donate Sophisticated Equipments for Indian Hospitals

1379. SHRIMATI MEIRA KUMAR :
SHRI R.M. BHOYE :

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

(a) whether Indian Physicians settled in US have desired/approached the Union Government to donate sophisticated equipments and diagnostic aids for the Indian hospitals ;

(b) whether the offer has been accepted by Government ; and

(c) if so, the names of the hospitals where such sophisticated equipments will be put into use ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) The American Association of Physicians from India has offered to donate used medical equipments for utilisation by hospitals in India.

(b) The Government have designated the Medical Council of India as the nodal Authority to collect and pass on the demand of various medical institutions for such equipment to the American Association of Physicians from India.

(c) The Medical Council of India has addressed the various medical institutions regarding their requirements of equipment, which is being furnished to the American Association of Physicians from India. The final allocation of equipments to specified hospitals will be made only after the complete list of donated equipments is received from the American Association of Physicians from India.

Survey for Rail Link Between Dumka and Jasidih in Bihar

1380. SHRI SALAHUDDIN : Will the Minister of RAILWAYS be pleased to state :

(a) whether a survey has been conducted to lay a railway line for introducing direct rail service between Dumka and Jasidih in Bihar ; and

(b) if so, the details of the survey report and the reasons for not constructing this rail line ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS, (SHRI MADHAVRAO SCINDIA) : (a) and (b) A Broad Gauge rail line already exists from Jasidih to Baidyanathdham. Survey for a new rail line from Dumka to Baidyanathdham (length 67 kms.) was carried out in 1982-83. The cost of the project was estimated at Rs. 27 crores and it was assessed to be financially unremunerative.

[Translation]

Licences of vending units for SC/ST Contractors

1381. SHRI RAM BHAGAT PASWAN : Will the Minister of RAILWAYS be pleased to state :

(a) the number of persons who have been granted licences for undertaking contracts of catering under the North Eastern Railway and the Eastern Railway ;

(b) the number of Scheduled Tribe and Scheduled Caste contractors out of them ; and

(c) whether SC/ST contractors have not been given licences in accordance with their reservation quota and the steps taken by Government in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and b) Out of 944 catering/vending contractors on North Eastern and Eastern Railways, 114 are SC/ST.

(c) No quota, as such, has been prescribed. However, as per extant instructions, new catering/vending contracts upto $\frac{1}{2}$ unit have been reserved for SC and ST candidates, and others are considered when SC/ST candidates are not forthcoming. In the allotment of larger units also, SC and ST candidates are given preference. These instructions are being followed by the Zonal Railways.

Privatisation of IA & AI

1382. SHRI MADAN PANDEY :
SHRI RAM SWARUP RAM :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether there is a proposal to bring both the Indian Airlines and Air India in the private sector partially ;

(b) if so, by what time and the reasons therefor ; and

(c) the details of the action taken so far in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) to (c) The Planning Group on Civil Aviation, appointed by the Government, made this suggestion as one of the measures to meet the resource requirement of Civil Aviation Sector.

The recommendation of the group is being considered by the Planning Commission with a view to preparing a long term plan for the development of transport.

New Kendriya Vidyalayas

1383. PROF. CHANDRA BHANU DEVI ; Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government are considering to increase the number of Kendriya Vidyalayas ; and

(b) if so, the details in regard thereto ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) and (b) Yes, Sir. The Government has approved, in principle, the opening of 100 Kendriya Vidyalayas per annum in civil and defence sectors during the four-year period 1986-90. Kendriya Vidyalayas have been opened during 1986-87 as below :

(i) Defence Sector	33
(ii) Civil Sector	48
(iii) Project Sector	14
	95

[English]

Amount Spent on Setting up of Navodaya Vidyalayas

1384. PROF. SAIFUDDIN SOZ : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of Navodaya Vidyalayas which have been set up during the year 1986-87 ;

(b) the amount of money which was required to be spent on the opening of Navodaya Vidyalayas ; and

(c) the amount of money that has actually been spent on the Navodaya Vidyalayas including construction of buildings by the end of February, 1987 ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) 81 Navodaya Vidyalayas have been sanctioned for establishment during the year 1986-87, out of which 71 Vidyalayas have started functioning as on 31st January, 1987.

(b) Rs. 25 crores in 1986-87.

(c) Rs. 7,64,33,368.25 as on 28th February, 1987. The Navodaya Vidyalaya Samiti is yet to take up the construction of its own buildings at each Vidyalaya premises.

[Translation]

**Development and Protection of
Chechar, Bihar**

1385. SHRI KALI PRASAD PANDEY : will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the attention of Government has been drawn to the development and protection of Chechar, a forgotten place of pilgrimage in district Vaishali (Bihar) and an oldest place of archaeological importance of Ganga valley civilization;

(b) if so, the amount spent after 1980 till now on the development of this place of pilgrimage and the details of other steps taken in this regard ;

(c) whether gold and relics and idols of various gods and goddesses made of various precious metals have been found there and if so, whether excavation of this place will be undertaken ; and

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

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) and (b) Yes, Sir. She question of protection of the ancient site at Chechar and its adjoining

villages under the Ancient Monuments and Archaeological Sites and Remains Act, 1958 is under consideration of the Government.

(c) and (d) The excavations undertaken by the Archaeological Survey of India at the ancient site of Chechar-Kutubpur yielded a cultural sequence from Neolithic times to Kushana period based on antiquities and pottery found at the site as reported in *Indian Archaeology—A Review, 1977-78* (pp.17-18). As the cultural sequence of the site has been established, no further excavations are considered necessary at present.

[English]

**News Item Captioned "100 Million
May Die of Aids by Year 2000"**

**1386. SHRI MUKUL WASNIK :
DR. G.S. RAJHANS :**

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

(a) whether the attention of Government has been drawn news-item captioned "100 million may die of AIDS by year 2000" as reported in the Indian Express dated 21 January, 1987 ;

(b) whether according to a study conducted by the World Health Organisation, it has been found that the victims of AIDS disease are mounting day by day; and

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

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

(c) The following steps are being taken:

(1) A cell has been established in the Dte. General of Health Services to coordinate AIDS Control activity in the country.

(2) 27 surveillance centres have been established in the country to screen high risk group. In addition, 4 referral centres where higher level diagnostic facilities for AIDS are available, have been set up.

(3) Restrictions have been imposed on import of blood and blood products without AIDS clearance certificate.

(4) All the State Health authorities Hospitals/ STD clinics have been alerted to look for AIDS.

(5) All the blood banks have been instructed to screen the professional Blood Donors.

(6) All the State health authorities have been advised to ensure strict sterilisation practices in hospitals and clinics and to use pre-sterilised disposable syringe and needles as far as possible.

(7) All the mass media channels have been involved in educating the people in AIDS, its nature, transmission and prevention.

(8) Instructions have been issued to State/U T. Government/All universities for screening of all foreign students—New and old admissions for AIDS.

(9) The foreign students should subject themselves for health check to the nearest civil surgeon/Chief medical Officer/Superintendent of district hospitals for the purpose.

Clearance of Major and Medium Irrigation Projects of Orissa

1387. SHRI SOMNATH RATH :
SHRI JAGANNATH PAT-
NAIK :

Will the Minister of WATER RESOURCES be pleased to state :

(a) the names of major and medium irrigation projects for which clearance has given to the Orissa Government during the Sixth and Seventh Five Year Plans;

(b) out of the projects which have been given clearance, construction of how many projects has started and the amount which has been spent so far ;

(c) whether any target has been fixed to complete the projects and whether some projects have been completed in time; if not, the time by which the projects are expected to be completed ; and

(d) what is the estimated expenditure on these projects projects-wise and funds so far made available for these projects and from which source ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (d) During the Sixth and Seventh Five Year Plans following four medium irrigation projects have been approved.

(Rs. in crores)

Name of Project	Latest estimated cost	Anticipated expenditure by 1986-87, from State Plan resources	Target for completion
Bankabahal	26.95	16.71	VII Plan
Badanalla	38.87	12.24	VIII Plan
Kansabahal	16.29	12.90	VII Plan
Upper Jonk	24.71	6.62	VII Plan

DTC bus routes in Delhi

1388. SHRIMATI D.K. BHANDARI : Will the Minister of SURFACE TRANSPORT be pleased to state the total number of bus routes under the Delhi Transport Corporation being operated in the city of Delhi as on 31 January, 1987 ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : As on 31 January, 1987, the Delhi Transport Corporation is operating 676 city routes. These include 8 Mini bus routes and 21 night service Routes,

Dependence on nature for Irrigation purposes

1389. SHRI ANANTA PRASAD SETHI : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether it is a fact that even now, our country depends mainly on nature for irrigation purposes ;

(b) if so, whether any research has been made or any expert advice has been obtained from foreign countries in this regard ; and

(c) if so, the details thereof ?

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

(a) to (c) A major part of the cultivated area in the country is still dependent upon rainfall, although irrigation facilities have been provided to about 67.5 m. ha. of area by the end of VI Plan with the available resources. It is proposed to develop the ultimate irrigation potential assessed to be 113 m. ha. shortly after the turn of the century.

Rise in Smoking Habits

1390. SHRI PRAKASH V. PATIL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether World Health Organisation has warned that there has been a steep rise in smoking habits as is reflected in the phenomenal expansion of tobacco industries in the Third World countries ;

(b) whether smoking has been rising in higher percentage than the growth of population ;

(c) if so, what is the position in India during the last three years, year-wise ;

(d) how does the tar, nicotine and carbon monoxide content of Indian cigarettes and bidis compare with those in other Asian countries and also in some of the advanced countries of Europe ; and

(e) what steps are being taken to reduce them either through manufacture, sale or through other improved methods ?

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

(b) and (c) While there is no comparable data about the growth of smoking habits vis-a-vis growth in population, available data indicates that the smoking rate is fairly high in the country. It was estimated in 1973 that approximately 70% of the tobacco produced in the country was used for smoking purposes.

(d) The average Tar and Nicotine levels in Indian cigarettes and bidis are much higher than the corresponding levels in USA, UK and some other European countries. Details regarding carbon monoxide levels in cigarettes from various countries are not known. However, bidi yields three times more carbon monoxide as compare to a non filtered cigarette. India, bidi accounts for 34% of all tobacco consumption.

(e) The Indian Council of Medical Research is planning studies on tobacco related health hazards with focus on (i) intervention strategies ; (ii) research in tobacco economic with special emphasis on health costs ; and (iii) analysis of tar and nicotine content, including gases and particulate matter. In addition, a comprehensive Plan of Action against tobacco use in the country has been prepared and the following measures in this direction have been recently approved by the Government for further action :

- (i) For making statutory warning more effective in the mind of consumers, use of other telling slogans in addition to present warning and using a universally known danger signal like "Crossed-bones and a Skull".
- (ii) Printing of statutory warning in two languages viz., English and Hindi or the Regional language.
- (iii) Enforcement of no smoking measures in different places such as Railway Stations, airports, Government Offices, educational institutions, official conferences, symposia, meetings etc. Display board such as "No Smoking-Thank You" at the entrance to the conference rooms etc.

Necessary action has been initiated for both statutory action and other measures.

Commission to study problems of self-employed women

1391. SHRI K. RAMAMURTHY :
Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the terms of reference and the composition of the Commission : set up to study the problems of self-employed women ; and

(b) whether the self-employed women category refers only to the women in urban and semi-urban areas or whether it includes self-employed women in rural crafts in rural areas also ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) The composition and the terms of reference are as under :

- | | |
|--------------------------|-------------|
| 1. Smt. Ela R. Bhatt | Chairperson |
| 2. Dr. Amalini Desai | Member |
| 3. Dr. Thararajakshi | Member |
| 4. Smt. Mrinal Pande | Member |
| 5. Smt. Jaya Arunachalam | Member |
| 6. Smt. Veena Mazumdar | Member |

The Commission has been assigned :

- (i) To examine the present status of women in the Self-Employed Sector with special reference to employment, health, education and social status ;
- (ii) To assess the impact of various labour legislation on the self-employed-specially in respect of maternity benefits, health insurance, etc.
- (iii) To identify the constraints on increase of productivity of self-employed women and the gaps in training, credit, upgradation of skills, marketing etc.

(iv) To survey employment patterns, including production relations and assess their impact on the wages of the self-employed women.

(v) To undertake a survey of the effects of macro policies relating to investment, production, technology, etc. on the status of self-employed women.

(vi) To consider the link between the productive and re-productive roles of the self-employed women, with special reference to their health status ; and

(vii) To suggest measures relating to all sectors for removing the constraints which adversely effects the integration of self-employed women in the national development process.

(b) The terms of reference of the Commission cover all women in the informal or unorganised sector in both rural and urban areas.

Mehrotra Committee Recommendations

1392. DR. A.K. PATEL :
SHRI C. JANGA REDDY :
SHRISYED SHAHABUDDIN :

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

(a) whether the Empowered Committee constituted to consider recommendations of the Mehrotra Committee on "revision of pay scales of teachers in Universities and Colleges" has submitted its report ;

(b) if so, the main recommendations thereof ;

(c) to what extent these recommendations meet the demands of the University and College teachers ; and

(d) the action taken by Government in the matter so far ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) and (b) The Empowered Committee has almost completed the consideration of the Mehrotra Committee's report on revision of pay scales of teachers in Universities and Colleges. The decisions of the Government on the recommendations of the Mehrotra Committee have not however, been finalised so far.

(c) and (d) The teachers have been demanding an early decision on the revision of their pay scales. They have also expressed some reservations against certain recommendations of the Mehrotra Committee. All these have been taken note of by the Government while considering the report of the Committee.

Int oduction of more Suburban Trains in Bombay

1394. SHRI PRATAPRAO B. BHOSALE : Will the Minister of RAILWAYS be pleased to state :

(a) the details of suburban trains which were in operation in Bombay as on 31 January, 1987 with categorisation of compartments, speed, number of coaches of each such train and total earnings during January, 1987.

(b) whether Government propose to increase the number of suburban trains keeping in view its popularity and to decongest the crowds of the city ; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) 1748 EMU trains per day were in operation. Except 18 services with 12-cars, the rest are all 9-car trains with first and second class accommodation, separately for ladies and gents. The maximum permissible

speed for suburban trains is upto 90 Kmph. Total earnings during January, 1987 were approximately Rs. 13.55 crores.

(b) and (c) The number of trains is reviewed every six months, when all aspects are taken into consideration.

Measures to Implement Family Planning Schemes

1395. SHRI H.N. NANJE GOWDA :
SHRI S.M. GURADDI :
SHRI JITENDRA PRASADA :

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

(a) whether much publicised new strategy to give the family planning shot has failed to get off the ground for nearly four months now ;

(b) if so, what are the main reasons for not implementing the schemes/programmes ;

(c) which are the States which have not implemented the schemes ; and

(d) what other measures are being considered to implement the scheme fully ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (d) A report on action taken on different components of the Revised Strategy is given in the statement given below. New schemes like Bonds Scheme for acceptors having upto two children and the scheme of Community Health Supervisors could not be implemented because of financial constraints. The scheme for Honoured Citizen Card could not be finalised so far because of the administrative difficulties in suggesting a package of incentives under the various developmental and welfare programmes of the Government.

Statement**DEPARTMENT OF FAMILY WELFARE*****Important Components of the Draft Revised Strategy and the Latest Position of the Action Taken*****Component**
-----**Action Taken**
-----**1. Beyond Family Planning measures :**

It was recommended that certain socio-economic co-relates such as mean age at marriage of women, status of women, female literacy, enhancing child survival, old age security and link-ages with poverty alleviation programmes should be monitored.

For raising the age of marriage and for giving a higher status to women as equal partners in decision making, the noble responsibility falls on the Department of Women Welfare.

2. Infrastructure :

Steps have to be taken to ensure that inadequacies relating to poor quality of services, non-availability of staff, poor quality of management resulting in sub-optimal utilization of existing infrastructure are removed.

For economic linkages with programmes of other Ministries/Departments inter-sectoral Coordination Committees are proposed to be set up.

States/UTs have been advised to fill up all vacant posts, to set up Cabinet Committees to monitor the implementation of the Family Welfare Programme. For strengthening the structure, a revised staffing pattern has been formulated and the State Governments have been given sufficient flexibility to suggest their own requirements of staff with an upper budgetary ceiling of 7.5% for expenses on Direction and Administration.

3. Upgrading technical service :

The technical quality of services will have to be improved, all Block-level PHCs will have to be equipped to render family welfare services, training of medical officers will be taken up on a continuing basis, the existing curriculum for medical and paramedical courses to be suitably augmented to give more emphasis to family welfare component with special reference to techniques and social and demographic implications of population.

Laparoscopic training facilities are being extended and sanctions for four laparoscopic training centres for the year 1986-87 have been issued. Proposals for training of all PHC doctors in tubectomy, mini-lap and vasectomy and of paramedical workers in IUD insertions are under consideration. A committee was set up to go into the Syllabus for M.B.B.S. Course with a view to ensuring that all aspects of Family Planning/Welfare are included therein. The Committee has given its report and the same has been sent to Medical Council of India for implementation.

4. Voluntary Action :

Promotion of non-Governmental sector, including the organised sector, industrial sector, cooperatives, etc.

A number of meetings have been held to work out the modalities for involving the industrial sector, cooperative sector, non-governmental organisations, trade unions, various ministries of the Government of India in the Family Welfare

5. Community Participation :

Setting up of Popular Committees and the Village level Women Volunteer Corps.

6. Improving mobility, Streamling supplies and equipments :**7. Eligible Couple Register :****8. Research, Management and Evaluation :**

Family Planning Research priority to be given to operational research etc.

Management Information System :**Concurrent Evaluation of Programme :****Spacing methods :**

Programme. As a result of the discussions held, action points have been identified and action initiated thereon. With a view to securing effective involvement of voluntary organisations, a Standing Committee on Voluntary Action has already been constituted in the Ministry.

Instructions for setting up of Popular Committee have already been issued and we are now following up with the States in regard to the implementation of the Scheme. States/U.Ts. of West Bengal, Haryana, Andhra Pradesh, Gujarat, Bihar, Maharashtra, Punjab, A & N Islands, D & N Haveli, Mizoram, Pondicherry and Karnataka have already constituted/are constituting popular committees at various levels. A scheme for setting up of women volunteer corp. on a pilot basis is under consideration.

The Planning Commission has agreed to the proposal to provide vehicles for new PHCs, subject to availability of funds within the budgetary allocations for VIIth Plan. The data on vehicles under the Family Welfare Programme have been computerised,

States have been instructed to update eligible couple registers during April-May, 1987.

While formulating proposals for studies on Family Welfare Programme implementation, need for giving focus to operational research area is kept in view.

A committee under the Chairmanship of Adviser, Planning Commission, has been constituted to study the implementation of Integrated Health Information System and recommend step required for its successful implementation.

A scheme to involve selected independent institutes to undertake evaluation of Family Welfare Programme both on qualitative and quantitative aspects on the lines of IRDP evaluation is under finalisation. Questionnaires for the evaluation have since been developed and processed.

Efforts are being made to achieve a higher level of performance under Spacing Methods.

Rail-cum-steamer service from Bhagalpur to Billapur

1396. SHRI VIJAY KUMAR MISHRA: Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have entered into a deal with private steamer owner and have suspended Rail-cum-steamer service from Bhagalpur-Barari-Mahadeopur Ghat-Bilapur ;

(b) if so, the details thereof ;

(c) the reasons for this change ; and

(d) whether the local population has started Rail-Roko agitation against this change ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) The Railways have not entered into any deal with private steamer owners. The ferry service plying between Bararighat and Mahadeopurghat was discontinued with effect from 8.7.1986 in view of poor traffic and earnings and uneconomical cost of operation. However, alternative ferry service licensed by the State Government is available to meet the traffic requirement.

The train services between Bhagalpur and Barari on the South bank of river Ganga were cancelled from 9.9.1986 as good road and adequate road transport services were available. The train services from Thanabihpur to Mahadeopur on the North bank of river Ganga are still in operation.

(d) No 'Rail-Roko' agitation has been reported.

Plan for Increasing Production of Inland Water Vessels

1397. DR. D. N. REDDY : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether any specific place has been formulated for increasing the production of inland water vessels to increase the inland water transport of men and material ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) An outlay of Rs. 24.67 crores has been earmarked in the Seventh Five Year Plan for modernisation and augmenting the shipbuilding and ship repair capacity particularly for inland vessels, of the Rajabagan Dock-yard of Central Inland Water Transport Corporation Ltd., Calcutta. Further, an outlay of Rs. 4.00 crores has been earmarked in the Seventh Five Year Plan for the on going scheme of grant of interest subsidy to IWT entrepreneurs for purchase of new inland water vessels.

Divisional Headquarter at Purna Junction

1398. SHRI UTTAM RATHOD : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a consistent demand from the people of Marathwada for creation of Divisional Headquarters at Purna Junction of Hyderabad-Manmad to look after the railway functioning and the broad gauge work in this region ;

(b) whether the infrastructure like the availability of land at a cheaper rate vis-a-vis other places, staff quarters and locosheds are available there ; and

(c) if so, the decision of Government in the matter ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) A demand for formation of a Divisional headquarters at Purna was received in the past. Proposal was examined but was not found feasible.

Central Port Authority and Ports Development Fund

1399. SHRI SRI HARI RAO : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether a decision has since been taken to set up a Central Port Authority Ports Development Fund to streamline the functioning of the various ports in the country ; and

(b) if so, the details thereof ?

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

(b) Does not arise.

Irrigation Projects Behind Schedule

1400. SHRI ARIF MOHAMMED KHAN:
SHRI UTTAMRAO PATIL :
SHRI SRIKANTHA DATTA
NARASIMHARAJA WADIYAR:
SHRI RAMASHRAY PRASAD
SINGH :

Will the Minister of WATER
RESOURCES be pleased to state :

(a) the names of the irrigation projects whose completion has been behind schedule and the projects whose commissioning has been delayed ;

(b) what are the main reasons for the delay in the completion/commissioning of these projects ;

(c) the extent to which the escalation in the cost of these projects is anticipated because of the delay in their completion/commissioning ; and

(d) the steps taken by Government for their expeditious completion/commissioning ?

THE MINISTER OF WATER
RESOURCES (SHRI B. SHANKARA-
NAND) : (a) Most of the 434 ongoing major and medium projects which were started before the Sixth Plan are running behind schedule.

(b) The main reasons, among others, include inadequate investigations of projects at the formulation stage, proliferation of projects, scarcity of resources, difficulties in land acquisition and change in the scope of the projects.

(c) The cost escalation varies from project to project and depends among others upon the period of completion.

(d) The State Governments have been advised to priorities the projects for optimal allocation of the available resources and lay

stress on the completion of ongoing projects. They have also been advised to strictly follow the guidelines with regard to project formulation. Further, the Union Government is earmarking the plan outlays for important projects and is also arranging external assistance wherever possible, to step up resources.

Improvement of National Highway Nos. 31 and 32 in Bihar

1401. DR. C. P. THAKUR : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government are aware that the condition of National Highway Nos. 31, 32 and Patna bypass in Bihar is very unsatisfactory ; and

(b) if so, the remedial steps being taken ?

THE MINISTER OF STATE OF THE
MINISTRY OF SURFACE TRANSPORT
(SHRI RAJESH PILOT) : (a) and (b) The condition of N.H. 31 in Bihar was generally satisfactory prior to monsoon of 1986. However, in the monsoon of 1986, this National Highway was damaged in several stretches. Essential repairs to make it traffic worthy are already in hand.

The condition of N. H. 32 passing through Bihar is generally satisfactory except in built up portion of Kendu-Karkend villages in Km. 17-19 of Dhanbad-Chas section. Estimates for repairs including those for built up areas have recently been received and are being processed for approval.

The condition of Patna Bypass Phase I is satisfactory but the condition of Patna Bypass Phase II has deteriorated. The estimate for 1st stage strengthening of Patna Bypass Phase-II amounting of Rs. 1,06,39,000/- is being sanctioned for the work to be taken up in hand.

Conversion of Yelahanka-Bangarpet Railway Line

1402. SHRI V. KRISHNA RAO : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to convert the railway line between Yelahanka to Bangarpet via Chikkaballapur in Karnataka into broad gauge line ;

(b) if so, by what time this work is likely to be completed ;

(c) the amount earmarked for this work during the current financial year ; and

(d) details thereof ?

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

(b) to (d) Do not arise.

Telugu Ganga Project

1403. SHRI V. SREENIVASA PRASAD: SHRIMATI BASAVARAJESWARI SHRI S. M. GURADDI : SHRI V. S. KRISHNA IYER : SHRI G. S. BASAVARAJU :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Union Government have recently framed concrete proposals to narrow down the differences between the States concerned with Telugu Ganga Project ; and

(b) if so, the details of the proposals and when a final solution in the matter is to be achieved ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) and (b) Efforts are being continued to resolve the differences.

Development of Trivandrum Airport

1404. SHRI K. MOHANDAS : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether there is any proposal to further develop the Trivandrum Airport ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) Yes, Sir. At present, work on the construction of visitors gallery is in progress. The National Airports Authority has plans also to extend the departure holding area of the domestic wing including provision of air conditioning.

[Translation]

Autonomous Colleges in States

1405. SHRI VIRDHI CHANDER JAIN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the University Grants Commission proposes to set up autonomous colleges in some States in the country ;

(b) if so, the names of these States ; and

(c) the nature and functions of the said colleges and the objectives thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SMT. KRISHNA SAHI) : (a) and (b) The National Policy on Education—1986 envisages the development of autonomous colleges in large numbers. In pursuance of this, the UGC has formulated detailed guidelines for conferring autonomous status selected colleges by the Universities to which they are affiliated. The guidelines also indicate the criteria for identification of colleges, the procedure for conferment of autonomous status, the mechanics for implementation of autonomy, the governance, and the pattern of assistance available from the UGC.

These guidelines have been circulated to all the State Governments and Universities in January, 1987, requesting them to identify suitable colleges in consultation with the UGC.

(c) The objective of the scheme of autonomous college is decentralisation of academic administration, promotion of creativity and higher standards. Autonomous colleges will have the freedom to undertake innovations, design their own course of study, frame curricula and the methods of teaching, and conduct their own examinations. Each autonomous college will have its own governing body, Academic council, Boards of studies and other Advisory Committees to advise it on academic as well as management matters. The degrees will be conferred by the parent University.

[English]

Engine Failure of Dornier Planes acquired by Vayudoot

1406. SHRI YASHWANTRAO
GADAKH PATIL :
SHRI SUBHASH YADAV :
SHRI DHARAM PAL SINGH
MALIK :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) the number of Dornier plan acquired by Vayudoot and the cost thereof ;

(b) whether have been a number of cases of engine failure of these aircrafts ;

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

(d) the financial loss suffered ;

(e) whether these planes are to be deployed elsewhere as well ; and

(f) if so, what safeguards are being taken for such use ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) to (f) Vayudoot has acquired 10 Dornier aircraft at a total cost of Rs. 30.34 crores. There have been cases of engine, failure due to bird ingestion, foreign object damage, bearing engine defects and over temperature. The cost towards repairs of these engine is estimated at Rs. 1.37 crores. However, Vayudoot will be getting reimbursement from the insurers for engine damage due to bird ingestion and engines involved in incidents.

One Dornier aircraft has been acquired by Oil & Natural Gas Commission, and National Airports Authority may acquire two such aircraft.

The engine failures have been investigated and efforts are being made to bring about necessary improvements.

Airlinking Port-Blair with Visakhapatnam and Bhubaneswar

1407. SHRI E. AYYAPPU REDDY : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether there is a proposal to connect Port-Blair with Visakhapatnam and Bhubaneswar by an airlink ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) Indian Airlines has no proposal at present to connect Port Blair with Visakhapatnam and Bhubaneswar. However, Indian Airlines proposes to acquire additional lease aircraft capacity. After induction, Indian Airlines would consider connecting Delhi with Port Blair via Bhubaneswar if the traffic demand on this sector so warrants.

Retirement benefits to Employees of Sonpur Division

1408. SHRI MOHD. MAHFOOZ ALI KHAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Commercial Branch under the Sonpur Division of the North Eastern Railway has been restructured ;

(b) if so, whether it will benefit the employees who retired on or before 31 December, 1986, if so, the details thereof ; and

(c) if not, the reasons for such restructuring ?

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

(b) Sixty one employees who retired on or before 31.12.1986 were given benefit of upgradation arising from the restructuring.

(c) Does not arise.

Backlog of Reserved Posts in Indian Airlines

1409. SHRI K. D. SULTANPURI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) since when the Presidential Directive on reservations in recruitment and pro-

motions in favour of Scheduled Castes and Scheduled Tribes was made applicable in Indian Airlines ;

(b) what is the backlog of reserved posts meant for Scheduled Caste and Scheduled Tribe candidates in Indian Airlines category-wise and the reasons for the backlog ;

(c) what efforts have been made during the last three years to fill the backlog ;

(d) whether Government propose to chalk out any time bound programme to fill the backlog of reserved posts during 1987-88 ; and

(e) if not, how this backlog is proposed to be cleared ?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) The Presidential Directive was made applicable with effect from 23rd July, 1975.

(b) A statement giving information regarding the backlog of the reserved vacancies for Scheduled Castes and Scheduled Tribes as on 31st December, 1986 is given in the Statement given below. The vacancies could not be filled due to non-availability of SC/ST candidates.

(c) to (e) It is the constant endeavour to fill the maximum number of vacancies reserved for Scheduled castes and Scheduled Tribes by candidates from persons belonging to these communities. Some of the steps taken are.

(i) exclusive recruitment for SC/ST candidates from time to time.

(ii) sending of employment notifications inviting applications for vacancies reserved for SC/ST to various SC/ST organisations for giving widest publicity.

(iii) giving relaxation in percentage of marks in written tests as well as in interviews to SC/ST candidates.

(iv) association of SC/ST officers with the Promotion/Selection Boards with a view to safeguarding the interests of SC/ST candidates.

(v) separate interviews for SC/ST candidates.

(vi) The minimum qualifying period for promotion is not insisted upon in the case of Scheduled Castes/Scheduled Tribes employees provided they fall within the zone of consideration.

Statement

Backlog of Reserved Vacancies for Scheduled Castes/Scheduled Tribes as on 31.12.1986

Category	SCs	STs
A	128	87
B	480	394
C	30	74
D	58	124

Road Accidents

1410. DR. DATTA SAMANT : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the number of road accidents in the country during each of the years 1985 and 1986 and the number of persons killed and injured in these accidents ;

(b) whether there has been an increase in the road accidents and if so, the reasons for such increase ; and

(c) the measures taken to reduce the rate of accidents ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Statistics on road accidents for the year 1986 are not available. Figures for the year 1985 are given below :—

	1985
No. of Road Accidents	... 208392
Persons killed in these accidents	... 40232
Persons injured in these accidents (Provisional)	... 167737

(b) Comparison of road accidents per one thousand vehicles declined from 24 in 1984 to 23.7 in 1985.

(c) Some of the steps taken on a continuing basis to reduce accidents are tightening of rules and regulations for issue of driving licences, strict medical tests, vehicle certification tests, enforcement of safe axle weights, geometric inter-section improvements.

**Provision of Infrastructure for Sport,
in Towns of Kerala**

1411. PROF. K. V. THOMAS : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government of Kerala has recommended for construction of thirty-two Stadia in Municipal towns ;

(b) whether financial assistance has also been requested for construction of swimming pools at Alleppy and Trichur for laying synthetic tracks and construction of sports complexes at Cochin, Trivandrum and Calicut ; and

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

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS & SPORTS AND WOMEN & CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) to (c) Government of India have received from the Kerala State Government certain proposals for creation of sports infrastructure in the State including construction of thirty-two stadia in Municipal towns. swimming pools at Alleppy and Trichur, laying of synthetic tracks and construction of sports complexes at Cochin, Trivandrum and Calicut. Government of India have sanctioned Rs. 5 lakhs each for a swimming pool at Trivandrum, a multi-purpose indoor stadium at Cochin and for a multi-purpose indoor stadium at Trivandrum, detailed proposals regarding which had also been received. Details regarding the other proposals mentioned above have not yet been made available by the State Government.

**Death of Women Due to Complications
of Pregnancy**

1412 SHRI RAMASHRAY PRASAD SINGH :

SHRI BANWARILAL PUROHIT:

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

(a) the average number of deaths of women each year due to complications of pregnancy ;

(b) whether the causes of such deaths have been identified ;

(c) whether Government propose to maintain such statistics and study the causes, if not already being done ; and

(d) the steps taken or being taken to ensure safe motherhood ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) According to a sample survey of causes of death (rural) by Registrar General of India, the maternal deaths (deaths relating to child birth and pregnancy) as percentages of all female deaths are 2.4, 2.7 and 2.2 in 1982, 1983 and 1984 respectively. In urban areas, the estimated percentages are 2.8, 2.2 and 2.2 in 1981, 1982 and 1983 respectively.

(b) and (c) The main causes of maternal deaths are abortion, Toxaemia, Anaemia, Haemorrhage, malposition of child and puerperal sepsis.

(d) The steps taken by Government to ensure safe motherhood include expansion of existing health infrastructure, training of health manpower, provision of antenatal, intranatal and postnatal care, adoption of risk approach, health education, prophylaxis against nutritional anaemia, immunisation with tetnus toxoid, expansion of MTP (Medical Termination of Pregnancy) facilities and supplementary nutrition under ICDS scheme.

**Admission of Hilly and Tribal Students
in Navodaya Vidyalayas**

1413. SHRI P. NAMGYAL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state ;

(a) the State-wise number of Navodaya Vidyalayas which have been opened so far to implement the new Education Policy ;

(b) whether it is a fact that in many hilly and tribal areas of the country the required number of students could not be found for admission due to low standard of education and the candidates could not qualify and match the All India standard fixed for admission into such schools : and

(c) if so, the steps Government propose to take to solve such problems being faced in the hilly and tribal areas of the country ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) The number of Navodaya Vidyalayas which have been opened so far Stateswise is given in the Statement given below.

(b) In some of the hilly and tribal areas of the country required number of students were not found eligible because they could not qualify in terms of criteria evolved for the purpose.

(c) To some extent, some relaxation in the norms was made in the eligibility criteria for such institutions where requisite number of candidates did not qualify. Attempts are being made to make the test as 'class neutral' and 'culture free' as possible.

Statement

Sl. No.	Name of the State/UT	No. of Navodaya Vidyalayas started in 1986-87 as on 31-1-87
1.	Andhra Pradesh	3
2.	Bihar	7
3.	Dadra & Nagar Haveli	1
4.	Goa, Daman & Diu	1
5.	Gujarat	2
6.	Haryana	2
7.	Himachal Pradesh	4
8.	Jammu & Kashmir	6
9.	Karnataka	6

10.	Kerala	4
11.	Madhya Pradesh	7
12.	Maharashtra	6
13.	Orissa	3
14.	Pondicherry	2
15.	Punjab	2
16.	Rajasthan	5
17.	Uttar Pradesh	10

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P.S. Two Vidyalayas — One at Jhajjar (Distt. Rohtak, Haryana) & other at Amravati (Maharashtra)—are already functioning w.e.f. 5.3.1986.

Unicef-Namedia Colloquium on the Child

1414. SHRIMATI BASAVARAJE-SWARI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether UNICEF-Namedia Colloquium on the child on 6 December, 1986 urged Government to put an immediate and to the exploitation of the child and its image in television media in disregard to the Television advertising code which officially bans the practice ;

(b) if so, whether it has also urged Government to strictly implement the advertising code which had been framed by it ; and

(c) if so, the details of the other recommendations made by the Colloquium and the steps Government are taking in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) Yes, Sir.

(b) Yes, Sir.

(c) Major recommendations are given in the statement given below. Complete report of the Colloquium is being printed by UNICEF for circulation to all concerned.

Statement***Unicef Namedia Colloquium on the Child***

1. Media should fully and adequately reflect the fact that the development of the child was closely linked with overall national development.
2. The Press should make a special commitment to educating itself on issues concerning children and give continuing priority to reporting these issues.
3. There should be no exploitation of the child for propaganda and advertisement purposes in the media and the press should keep a watch on the portrayal of the child in the media.
4. The government should strictly enforce the Advertisement Code in respect of use of children for propaganda purposes in the media.
5. A study must be undertaken of the print, audio visual media and films for determining their response and reach among the targets in respect of these of development of the child.
6. There should be facilities for training media personal in this subject in various professional training institutions.
7. There should be a central coordinating monitoring body to monitor media performance in the treatment of the subject. The monitored reported reports should be publicly debated and discussed by the media at national and regional levels, to create public awareness and strengthen media consciousness.
8. An award should be instituted for overall best media performance on the subject.

Purchase and disposal of aircrafts by Indian Airlines

1415. DR. CHINTA MOHAN : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it is a fact that Indian Airlines is to acquire on lease or by purchase 19 aircrafts till 1985 and if so, the details of the contract indicating financial outlays ;

(b) whether Indian Airlines has finalised plans for quick disposal of existing fleet to foreign/Indian buyers and if so, the details thereof ; and

(c) whether disposals are to be made through global tenders ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Indian Airlines has signed an agreement on the 15th March, 1986 with M/s Airbus Industries for the purchase of 19 Airbus A-320 aircraft at a total cost of Rs. 1238.37 crores (with foreign exchange component of Rs. 1142.23 crores). 19 aircraft will be delivered between April, 1989 and March, 1990. The agreement inter alia provides for an option to India Airlines for purchase of 12 additional Airbus A-320 aircraft for delivery in 1990-91. As a part of the agreement M/s Airbus Industries has agreed to provide on lease Airbus A-300-B and B-737 aircraft to meet the interim capacity requirements of Indian Airlines, both before and during induction of A-320 aircraft in its fleet from 1986 onwards.

(b) No, Sir.

(c) Does not arise.

Increase in Death Rate and to Heart Diseases

1416. SHRI BHATTAM SRI RAMA MURTY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the surveys conducted by the Indian Council of Medical Research has pointed out to an incidence of 36 to 38 per thousand of heart diseases in different parts of the country ;

(b) whether the death rate has increased due to heart diseases and that comparatively younger persons are being afflicted by these diseases ; and

(c) whether Government intend to set up special heart camps in the country to screen the people and educate them ?

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

been no surveys on incidence of heart disease conducted by the ICMR. The ICMR however has carried out studies on prevalence of rheumatic fever, rheumatic heart disease, and hypertension. RHD was observed to occur in 1.8 per thousand children at Bombay and 11.1 per thousand at Delhi in school children aged 5-16 yrs. Hypertension was observed to range from 2.5 per thousand at Delhi to 8 per thousand at Srinagar in population aged 20 years and above. The ICMR has planned to initiate studies on the occurrence of coronary heart disease and its associated risk factors. It is not possible to state with any degree of finality as to whether the death rate has increased due to heart diseases and that comparatively younger persons are being afflicted by these diseases.

(c) There is no such proposal with the Government at present.

Harmful Effects of Caffeine in Coffee Drunk by Expectant Mothers

1417. SHRI SHANTARAM NAIK :
Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government are aware of the opinion of a Children's specialist of Sweden regarding harmful effects of caffeine in the coffee drunk by expectant mothers ; and

(b) if so, the reaction of Government thereto and whether Government propose to bring awareness amongst expectant mothers in the country regarding potential danger from caffeine ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b) The Government is not aware of the Swedish report regarding harmful effects of caffeine in the coffee drunk by expectant mothers. However, the level of coffee consumption as observed in India among the expectant mothers are unlikely to pose a danger to the health of the expectant mother or the developing fetus. The amount of caffeine consumed, due to low frequency of intake of coffee, is seen much less as compared to the Western countries. Further, on account of addition

of may and sugar to coffee, the concentration of caffeine is also regarded to a large extent.

Annual turnover of Vayudoot

1418. SHRI K. PRADHANI :

CH. RAM PARKASH :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) the details of annual turnover of Vayudoot ;

(b) what is the proposed outlay during the Seventh Plan period ; and

(c) the profit and loss account for this year ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) The total estimated revenue of Vayudoot during the period April, 1986 to January, 1987 is Rs. 12.69 crores.

(b) The outlay projected to Planning Commission for Vayudoot in the Seventh Five Year Plan was Rs. 32.21 crores.

(c) The anticipated profit of Vayudoot for the period April, 1986 to January, 1987 is Rs. lakhs approximately.

Setting up of Regional Cancer Hospitals

1419. SHRI V. SOBHANADREESWARA RAO : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether an Expert Committee on cancer has recommended to set up Regional Cancer Hospitals at six places in the country ;

(b) whether it is a fact that Hyderabad is one among the six places ;

(c) The action taken on the recommendations of the Expert Committee ; and

(d) whether Government propose to provide CT Scanner to the Cancer Hospital at Hyderabad ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) to (c) The Cancer Assessment Committee headed by Dr. P.N. Wahi, former Director General, Indian Council of Medical Research visited 12 Cancer institutes in the country including Mehdi Nawaz Jung Cancer Hospital and Radium Institute, Hyderabad. The Committee recommended that some of the Institutes may be upgraded as Regional Cancer Centres for Research, Treatment and Training. Keeping in view the recommendations of the Committee, Cancer Research and Treatment Programme was initiated in the year 1975. During the 5th and 6th Five Year Plans, 9 Regional Cancer Centres have been set up in the country at various places but Hyderabad is not one of them. The Government have decided not to set up or recognise any Regional Cancer Centre during the 7th Five Year Plan, due to paucity of resources.

(d) Possibilities of obtaining some C.T. Scanners through bilateral assistance programmes are being explored by the Government. There are no indications as yet as to whether any scanners would be available in the near future.

National Workshop on Hospital Planning and Design

1420. SHRI MURLIDHAR MANE: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to State:

(a) whether a National workshop on hospital planning and design was recently held in Delhi;

(b) if so, what are the ten major recommendations made by the Workshop to Government in regard to health care planning and design; and

(c) whether the recommendations are under consideration of Government?

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

(b) A Statement in brief constaining the major recommendations obtained from All

India Institute of Medical Sciences where the Workshop was organised is given below.

(c) The recommendations have not yet been formally sent by the Organisers to the Government for its consideration.

Statement

The National Workshop on Hospital Planning and Design held from the 4th to 6th February, 1987 at New Delhi has made the following major recommendations:—

1. Feasibility Study

Detailed feasibility study must be carried out to lay down planning policy, over all size of the hospital, total capital and running cost of the hospital. This must be approved by the funding agency before proceeding further in the matter.

2. Architects brief

Preparation of the feasibility study as well as the detailed brief should be the responsibility of the health planner. He could be a qualified hospital administrator or hospital architect or a person from medical profession who must possess requisite skill and experience in all aspects of hospital functioning. He will have the responsibility to coordinate with the architects, engineers and the users, to process and monitor the whole programme right from its beginning to the completion of the hospital.

3. Team Approach to Hospital Planning

All professionals including medical staff, health planners, architects, engineers as well as Cost Accountants etc must be associated from the very start of the project.

4. Need for Norms

Facilities of super specialist services should not over-lap in the same region as is happening at present in cities like Bombay, Delhi and other metropolis.

5. Education and Training

Specific course shall be offered in Schools of Architecture and Engineering to students to understand the intricacies of

hospital planning and design. A full time graduate programme may be offered leading to a Master's degree in Hospital Design. Institutes such as All India Institute of Medical Sciences, currently offering post-graduate study in hospital administration could expand their programme to offer a Master's degree in hospital planning.

6. Role of Health Ministry (National Level)

To set up a Commission consisting of professionals in the field of Health care planning and design under the aegis of AIIMS to develop a comprehensive Data Bank for the design of hospitals.

7. Role of Health Ministry (State Level)

To develop an accreditation and approval body that will examine and authorise each new hospital project.

Leprosy Victims in Singhbhum

1421. SHRIMATI KISHORI SINHA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government's attention has been drawn to the news item which appeared in the 'Hindustan Times' dated 1 February, 1987 under the caption "Four lakh leprosy victims in Singhbhum";

(b) if so, whether adequate treatment facilities have been provided there under Central programme against leprosy ; and

(c) whether multi-drug¹ therapy is being tried there to reduce the incidence of this dreaded disease ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (c) Yes Sir, District Singhbhum is one of the high endemic districts with leprosy prevalence rate of 10+1000 population. As in October, 1986, there were 44, 771 leprosy cases in Singhbhum District. It has been decided to introduce Multi-Drug-Therapy in that District during 1987-88 to reduce the incidence. Government of India provides in-puts including anti-leprosy drugs for Multi-Drug-Therapy.

Import of Locomotives

1422. SHRI BALASAHAB VIKHE PATIL :

SHRI SANAT KUMAR MANDAL :

Will the Minister of RAILWAYS be pleased to state :

(a) Whether there is a proposal to import both electric and diesel locomotives, if so, their number separately ;

(b) whether it is a fact that Chittaranjan Locomotive Works engineers could produce 5,000 h. p. (Horse Power) locomotives of 'advanced technology' at half the price of similar imported ones ;

(c) if so, the reasons for such import ; and

(d) whether there is a proposal to manufacture ancillary items needed by the Chittaranjan Locomotive Works in cooperation with West Bengal Government, if so, the details thereof ?

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

(i) Orders have been placed for 18 Prototype electric locomotives of 6000 Horse Power—12 from M/S. Hitachi, Japan and 6 from M/S. ASEA, Sweden.

(ii) Global tenders for the import of diesel-electric locomotives of 4000 Horse Power-25 in fully assembled condition and 15 or 25 in knocked down condition are under evaluation.

(iii) Provision has been made for the import of 60 locomotives—40 electric and 20 diesel-incorporating 3 phase A.C. Traction Technology.

(b) No comparison is possible because no tenders have been invited for the import of 5000 H.P. electric locomotives of "advanced technology".

(c) The limited import referred to are for experience with state-of-the-art technology that may be adopted for the locomotives to be manufactured in the Railway's own locomotive manufacturing plants. The benefits expected to accrue are energy conservation, higher operational efficiency and service reliability, easier and reduced maintenance, reduced ineffectives and higher availability for traffic use.

(d) West Bengal Government has been requested by Chittaranjan Locomotive Works to consider the proposal of setting up an Industrial Estate at Chittaranjan for manufacture of ancillary items. A final decision is yet to be conveyed by the West Bengal Government.

Setting up a third Airline in Joint Sector

1423. SHRI SATYENDRA NARAYAN SINHA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Government are considering a proposal to set up a third airline in the joint sector as reported in the 'Hindustan Times' issue of 8 February, 1987;

(b) if so, whether the civil aviation sector is to be opened to the private sector ;

(c) whether resources for such an airline would be made available from private sources ; and

(d) whether such resources would also include help from financial institutions ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) There is no such proposal.

(b) to (d) Do not arise.

Token Strike of Delhi Transport Corporation

1424. DR. G. S. RAJHANS :
SHRI BALWANT SINGH
RAMOOWALIA :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the entire fleet of the Delhi Transport Corporation buses was off the road on 14 January, 1987 ;

(b) whether the commuters had to face immense inconvenience due to Delhi Transport Corporation token strike ;

(c) whether the strike was banned by an order issued under the Essential Services Maintenance Act ;

(d) if so, the reaction of Government ; and

(e) the further steps Government propose to take to keep off such token strikes in future ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (c) Yes, Sir.

(d) The strike was illegal. "No Work—No Pay" has been enforced.

(e) Efforts are made by the management on a continuing basis to maintain harmonious industrial relations.

Modification of Existing Rapid Transit System

1425. SHRI THAMPAN THOMAS : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to modify the existing 'Rapid Transit System' ;

(b) whether there is any proposal to run suburban trains with twelve car rakes instead of the present nine car rakes ;

(c) whether according to the report on 'Third Terminal at Ballard Pier' (Bombay Western Railway), the mass transport facilities are grossly inadequate for providing travel at a time ; and

(d) if so, the details of the other proposals to ease the overcrowding in Suburban trains particularly in Bombay and Howrah ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b)

A few suburban trains in Bombay area are being run with 12-car rakes as a trial measure.

(c) and (d) There is need for additional accommodation and subject to constraint of resources efforts are made to provide as much accommodation to suburban travellers as possible.

School Students to Study Contemporary Social and National Issues

1426. SHRI S. M. GURADDI :
SHRI G. S. BASAVARAJU :

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

(a) whether the Union Government have decided that school children all over the country will begin studying from the next academic season contemporary social and national issues with a view to make them enlightened citizens ;

(b) if so, from which class these courses will be undertaken ;

(c) whether this would not be an additional burden on the students who are already burdened to study various subjects ;

(d) whether the State Governments have agreed to this proposal ; and

(e) if not, whether Government propose to change the pattern of study in schools in future ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) The National Policy on Education 1986 envisages coming into being of a National System of Education based on a national curricular framework which contains a common core. The common core will include history of freedom movement, the Constitutional obligations and other elements necessary to nurture national identity. It will promote values such as India's common cultural heritage, egalitarianism, protection of environment, removal of social barriers, observance of small family norm etc.

(b) The instruction in accordance with the National Core Curriculum will start from the Primary classes. In the Curriculum Framework prepared by the NCERT, it has been recommended that at the Secondary level History and Geography may be introduced as separate disciplines while the elements of Civics, Economics and Sociology may be included in an integrated manner and introduced as a part of a new and independent course titled 'Contemporary India'.

(c) While introducing this course, it will be ensured that the depth and coverage of information is kept at appropriate level and does not increase the total information load in different subjects.

(d) and (e) State Governments have been involved in the process of development of National Policy on Education 1986. The Government does not expect any difference of opinion with the States in this regard.

Opening of CGHS Dispensary at Vasant Vihar, New Delhi

1427. SHRI BEZAWADA PAPI REDDY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there is any proposal under consideration of Government to open a CGHS Dispensary at Vasant Vihar Government colony, New Delhi where allotment of Government accommodation has been made recently ;

(b) whether Government have received any representation from the allottees/departments in this regard ; and

(c) if so, by when Government propose to open CGHS dispensary there ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) No proposal to open a C.G.H.S. dispensary in Vasant Vihar is under consideration as the area is already covered under existing dispensaries R.K. Puram III and IV.

(b) One request for opening a C.G.H.S. dispensary in Vasant Vihar has been received.

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

[Translation]

Disappearance of Arabic and Persian Manuscripts from Research Institute of Tonk

1428. SHRI SHANTI DHARIWAL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that rare Arabic and Persian manuscripts have disappeared mysteriously from the Research Institute of Tonk ;

(b) whether Government have conducted any inquiry into the disappearance of the said documents ; and

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

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) to (c) Facts received from Government of Rajasthan are as follows :—

On the basis of available information, two documents viz. Scroll and Farman, reportedly private property of the Smt. Azizum Nisan Begum, borrowed for displaying in the Rajasthan Arabic & Persian Research Institute Tonk, were given to one Shri Azizulhaq temporarily by the Director of the Institute on a written permission of the owner of the documents after obtaining proper receipt. Since these two documents were not being returned to the owner, an F.I.R. was lodged in the Police Station, Tonk. The matter is under investigation of the police and both the articles mentioned above are in the custody of police.

[English]

Delay in Indian Airlines flights

1429. SHRI D. P. JADEJA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Government are monitoring delays in flights of Indian Airlines ;

(b) whether it is a fact that all our major airports are inadequate to accommodate passengers when flights are delayed ; and

(c) whether any directions have been issued to Airport Managements to sort out public problems in such instances ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Flights are regularly monitored and analysed with the objective of minimising delays

(b) No, Sir. However, on a few occasions there is congestion at major airports arising out of delayed flights

(c) Yes, Sir.

Lessons in Schools on Harmful Effects of Smoking

1430. SHRI N. DENNIS : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government propose to introduce lessons at middle, higher secondary and senior higher secondary courses regarding the harmful effects of smoking and smack ; and

(b) whether Government would also include lessons which would impart Gandhian ideas to the children at the primary, middle and higher secondary levels ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) Lessons highlighting the harmful effects of smoking, alcoholism and drug addiction already exist in the science curricula for Secondary and Senior Secondary stage.

(b) Gandhian ideals are emphasised in the syllabus for schools in History, Civics and language text books. The Gandhian ideals are also covered under the value education.

Sardar Sarovar Project

1431. SHRI VIJAY N. PATIL : Will the Minister of WATER RESOURCES be Pleased to state :

(a) the total amount earmarked by Gujarat Government and contributions from the other participant States including Union Government towards Sardar Sarovar Project on the Narmada ;

(b) whether there is delay on the part of Union Government to sanction financial aid and also contribution from World Bank for this project ; and

(c) if so, the reasons for delay ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) An outlay of Rs. 178.35 crores is earmarked for Sardar Sarovar Project for the year 1986-87 as under :—

Gujarat	Rs. 85.30 crores
Madhya Pradesh	Rs. 59.78 crores
Maharashtra	Rs. 28.32 crores
Rajasthan	Rs. 4.95 crores
TOTAL	Rs. 178.35 crores

No financial aid is involved from the Union Government and no delay has occurred in obtaining re-imbursement from World Bank against expenditure incurred.

Trial of Pentoxifylline Drug

1432. VISHNU MODI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the new drug Pentoxifylline has been successfully tried to treat patients suffering from intermittent claudication and angina ;

(b) whether any investigation has been made to see that this new drug can replace conventional drug ; and

(c) if not, the reasons thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (c) The drug Pentoxifylline, a vasodilator, has been clinically tried to treat patients suffering from peripheral vascular diseases including intermittent claudication. However, to the best of our knowledge, there is no study to show that the drug can replace conventional vasodilators. The drug has been approved for marketing in the country in the year 1975.

Supply of Rakes of Tank Wagons to Gujarat

1433. SHRI RANJIT SINGH GAEKWAD : Will the Minister of RAILWAYS be pleased to state :

(a) whether during the year 1986 Railways provided rakes of tank wagons to Gujarat State for the transport of water to famine hit Rajkot City in the State ;

(b) if so, the number of rakes operated per day and the number of days for which water had been transported to Rajkot ; and

(c) the total freight charged by the Railways for the purpose ?

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

(b) 1.8 rakes per day on the broad-gauge for 56 days and 2.2 rakes per day on the metre gauge for 46 days were loaded with water for Rajkot City.

(c) Freight charges for this movement amounted to Rs. 1.23 crores.

[Translation]

Goods Parcel handling societies in Allahabad Division

1434. SHRI BALRAM SINGH YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) the number and names of goods parcel handling societies functioning in Allahabad Division ;

(b) the names of societies out of them. If any, which have already been black listed; and

(c) the names of societies doing excellent job and other details in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) The following three societies are, at present, having goods/parcel handling contract on Allahabad Division :—

(i) M/s Janta Labour Coop. Society Ltd., Kanpur ;

(ii) M/s Railway Sahkari Shram Samvida Samiti Ltd., Tundla ;

(iii) M/s Gursar Sarpati Sahkari Shram Samvida Samiti Ltd., Mirzapur.

(b) No society out of (a) above is, at present, black listed on Allahabad Division.

(c) All societies have to function satisfactorily, as otherwise action is taken against them.

[English]

Shortage of wagons to move coal to Tuticorin Thermal Power Plant

1435. SHRI S. SOUNDARARAJAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether Tuticorin Thermal Power Plant, Tamil Nadu, is not getting required quantity of coal, owing to non-availability of wagons ; and

(b) if so, the steps taken by Government to ensure adequate supply of coal by rail to the above said Thermal Power Plant ?

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

(b) Does not arise.

Trans-India Aeromodel Flight 1987

1436. SHRI MANIK REDDY : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Trans-India Aeromodel flight 1987 has been successful as per original project and programme (Hindustan Times 1 February, 1987) :

(b) whether the feasibility or experience could not be gained within shorter distances round any one testing centre in order to save on developmental costs of this project ; and

(c) the expected benefits of this project and what has been the total expenditure, direct and indirect, incurred so far and whether this is considered worthwhile by the Department of Science and Technology ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) As per the original project and programme, the Trans-India Aero-modelling flight 1987, organised under the auspices of the Aero Club of India, was from kanyakumari to Jammu. However, due to the withdrawal of approval by the Ministry of Defence for the expedition to fly beyond Delhi, the expedition was re-routed from Delhi to Jaipur. This change did not, in any way, alter the objectives or the character of the expedition. The expedition was successful.

(b) The expedition has already been conducted on an experimental basis from Hyderabad to Pune earlier and because of its successful results, the flight across the country was undertaken.

(c) The objectives of this project are spreading airmindedness and the promotion of sporting aviation in the country. The Trans-India Aeromodelling flight was financed mostly by private funds. Department of Science & Technology do not have an expertise in Aeromodelling and Avionics.

Gliding Clubs

1437. SHRI AMARSINH RATHAWA : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the number of gliding clubs which are functioning at present and their location;

(b) whether there is any proposal to establish more such clubs in the country to educate the young people about flying ;

(c) if so, the names of the places where such clubs are likely to be established during the Seventh Five Year Plan : and

(d) whether there is any proposal to establish such a club in Gujarat State also, If so, its location ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) There are 16 Gliding Clubs/Wings as per statement given below.

(b) There is no such proposal for the time being.

(c, and (d) Do not arise.

Statement

List of Gliding Club/Wing	Location
1. Ahmedabad Gliding and Flying Club	Ahmedabad
2. Delhi Gliding Club	New Delhi
3. Birla Gliding Club	Pilani (Rajasthan)
4. B.M.P. Flying and Gliding Club	Raipur (Madhya Pradesh)
5. Deolali Gliding Club	Nasik
6. Gliding and Soaring Centre, I.I.T. Kanpur	Kanpur
7. Agra Gliding Club	Agra Cantt.
8. Central Gliding Club	Hyderabad
9. Bihar Flying Institute, Gliding Wing	Patna
10. Northern India Flying Club, Gliding Wing	Jalandhar Cantt.
11. Hissar Aviation Club, Gliding Wing	Hissar
12. Patiala Aviation Club, Gliding Wing	Patiala
13. Amritsar Aviation Club, Gliding Wing	Amritsar
14. Rajasthan State Flying School, Gliding Wing	Jaipur
15. Ludhiana Aviation Club, Gliding Wing	Ludhiana
16. Pinjore Aviation Club Gliding Wing	Pinjore

Delhi-Gujarat Air Links

1438. SHRIMATI PATEL RAMABEN RAMJIBHAI MAVANI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether there is a proposal to connect Rajkot with Delhi and other important cities of Gujarat by air services ; and

(b) if so, the details of steps taken in this direction and tentative programme as to when these services will become operative ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Yes, Sir. Indian Airlines proposes to connect Rajkot with Delhi.

(b) After induction of additional B-737 aircraft capacity, Indian Airlines will consider connecting Rajkot with Delhi.

Petition filed against Indian Airlines for fare increase

1439. SHRIMATI PATEL RAMABEN RAMJIBHAI MAVANI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it is a fact that a petition was filed against Indian Airlines for raising tariff in the past in Gujarat High Court, if so, what is the outcome of that petition ; and

(b) in view of the above, whether the fresh raise in fares by Indian Airlines is in order ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Yes, Sir. The case is still pending in the Gujarat High Court.

(b) Yes, Sir. Increase in fares, if any, by Indian Airlines is implemented by them only after obtaining the clearances of the Gujarat High Court.

Late Running of Delhi-Moscow Flight

1440. **SHRI MOHANBHAI PATEL :** Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the replacement of Boeing 707 with Airbus-310 on Delhi-Moscow route has thrown the service totally out of gear as on many days it has been 24 to 36 hours late ;

(b) when the replacement of Boeing 707 was made with Airbus-310 and what were the reasons for the late arrival of the service; and

(c) what measures are being considered to run this service punctually ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Due to restrictions under Extended Range twin engine operations and adverse weather conditions in Moscow and enroute, schedules of some of Air India flights on the Delhi-Moscow route were disrupted.

(b) Earlier flights on the India-USSR route were operated with Boeing 707 aircraft. It was found necessary to replace these aged aircraft, which had outlived their designed service life. Airbus A310-300 type of aircraft were chosen as replacement to the

Boeing 707 aircraft. Delhi-Moscow operations with Airbus A310 aircraft were started from September, 1986.

(c) To ensure punctuality, flights to Moscow are now being operated with a Technical halt in Sharjah. Since January, 1987 there have been no delays Moscow flights.

Narmada Project

1441. **SHRI MOHANBHAI PATEL : SHRI AMARSINH RATHAWA : SHRI C. D. GAMIT :**

* Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the construction work of Narmada Project is being delayed ;

(b) if so, the reasons thereof ; and

(c) what steps are being taken to solve the problem so that the construction of the project does not suffer further ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) The Sardar Sarovar Project and Narmada Sagar Project are under examination in respect of clearance from environmental angle and under the Forest (Conservation) Act, 1980,

Loan Agreement with Japan for Purchase of Airbuses

1442. **SHRI K. PRADHANI :** Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it is a fact that Air India has signed a loan agreement with eight Japanese Bank for \$ 80 million for the purchase of nine airbuses ; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) Air India has signed agreement for US \$ 80 million with a consortium of eight Japanese banks led by M/s. Yasuda Trust and Banking Company, Singapore. This is to partially finance the undrawn balance of \$ 130 million from the Export Credit Loan of

\$ 220 million which was obtained for the acquisition of six A-310-300 Airbus aircraft. The agreement for \$ 80 million which is based on LIBOR flat is envisaged to be swapped into fixed interest loan.

Five A-310-300 aircraft have already been delivered to Air India and the sixth aircraft will be delivered shortly.

Theft of Idols

1443. SHRI K. PRADHANI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of idol thefts which took place in the country, State-wise since October, 1986 ; and

(b) the amount of foreign exchange drain due to smuggling of idols out of India?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) As per available information, 54 cases involving theft of 106 idols have been registered since October, 1986. The details are as under :—

S. No.	State/U.T.	No. of case	No. of Idols
1.	Andhra Pradesh	11	24
2.	Assam	Nil	Nil
3.	Arunachal Pradesh	Nil	Nil
4.	Bihar	Nil	Nil
5.	Delhi	Nil	Nil
6.	Goa, Daman and Diu	Nil	Nil
7.	Gujarat	Nil	Nil
8.	Haryana	Nil	Nil
9.	Himachal Pradesh	Nil	Nil
10.	Jammu and Kashmir	Nil	Nil
11.	Karnataka	1	1
12.	Kerala	Nil	Nil
13.	Madhya Pradesh	2	2
14.	Maharashtra	2	2
15.	Manipur	Nil	Nil
16.	Meghalaya	Nil	Nil
17.	Mizoram	Nil	Nil
18.	Nagaland	Nil	Nil
19.	Orissa	5	13
20.	Punjab	Nil	Nil
21.	Pondicherry	1	2
22.	Rajasthan	8	17
23.	Sikkim	Nil	Nil
24.	Tamil Nadu	6	16
25.	Tripura	Nil	Nil
26.	Uttar Pradesh	11	19
27.	West Bengal	7	9
28.	Chandigarh	Nil	Nil

(b) The figures shown above are of theft of idols in the country. Therefore, the question of foreign exchange drain does not arise.

Withdrawal of Four-Rupree Ticket by Delhi Transport Corporation of Non-Holidays

1444. SHRIMATI MADHUREE SINGH : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the reasons for withdrawal of four-rupree ticket scheme by the Delhi Transport Corporation on non-holidays ; and

(b) whether the scheme is likely to be reintroduced ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) The difficulties in issuance of these tickets by the Conductors, particularly during peak hours and the misuse of the facility by the commuters resulting in fall in earnings of D.T.C., were the main reasons for discontinuing these Tickets.

(b) No, Sir.

Navodaya Schools in Madhya Pradesh

1445. SHRI K. N. PRADHAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the names of districts in Madhya Pradesh for which proposals for opening Navodaya Schools have been received ; and

(b) the progress made in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) The Government of Madhya Pradesh have sent proposals for opening of Navodaya Vidyalayas in the following districts during the years 1986-87 and 1987-88 :

1986-87

1. Jabalpur
2. Jhabua
3. Tikamgarh

4. Vidisha
5. Hoshangabad
6. Barginar
7. Raipur
8. Panna
9. Narsingpur

1987-88

1. Chhatarpur
2. Dewas
3. Shahdole
4. Durg
5. Bilaspur
6. Khandwa
7. Chhindwara
8. Pachmi Nimad
9. Damoh
10. Rajgarh
11. Sagar
12. Sehore
13. Satna
14. Datia
15. Shivpuri
16. Sivani
17. Balaghat
18. Guna
19. Murena
20. Mandla
21. Mandsores
22. Rajnandgaon
23. Indore
24. Khargone
25. Sidhi

(b) Out of the above 9 districts proposed for 1986-87, 7 Navodaya Vidyalayas have been opened in the following districts :

1. Jhabua
2. Tikamgarh
3. Hoshangabad
4. Jabalpur
5. Raipur
6. Panna
7. Narsingpur

The proposals for 1987-88 have yet to be approved.

Assistance to Award-Winning Sportsmen

1445. KUMARI MAMATA BANERJEE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have made any survey regarding the present financial condition of the sportsmen who once brought many laurels to the country and were the recipients of gold medals and Arjuna and other prestigious awards ;

(b) if so, whether Government are satisfied with their lot ; and

(c) if not, the steps Government propose in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI

MARGARET ALVA) : (a) to (c) While no such survey has been made, Government recognise that sportspersons, who brought glory to the country in the past by their performance and who are now disabled or where they or their families are in indigent circumstances, require to be supported. In view of this, the Government have already set up the National Welfare Fund for Sportspersons which provides for financial assistance to such sportspersons or to their families in case the concerned sportsperson is no more.

Waiting Hall at Kharagpur Railway Station

1447. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to state :

(a) whether the waiting hall near the old booking office, in between the two platforms at Kharagpur Railway Station in South Eastern Railway has since been closed down ;

(b) whether Government are aware of the much hardship the passengers have to face due to non-availability of waiting hall facility ; and

(c) if so, whether there is any proposal to construct a new waiting hall for second class passengers near the new booking office ?

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

(b) and (c) Do not arise.

National Seminar on 'Women and Rural Development'

1448. SHRI CHINTAMANI JENA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether a national seminar on 'Women and Rural Development' was held recently ; and

(b) if so, the details of the steps suggested for the development of women ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) No, Sir.

(b) The question does not arise.

National AIDS Control Strategy Scheme

1449. SHRI JAGNNATH PATTNAIK : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the Ministry of Health and Family Welfare has submitted to the Planning Commission a Rs. 6 crore National AIDS Control Strategy Scheme ; and

(b) if so, whether the clearance of the Commission has been obtained ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b) Yes, Sir. No formal communication has yet been received from the Planning Commission. However Rs. 50.00 lakhs have been kept earmarked for the programme during the year 1987-88.

Setting up Flying Training School at Mangalore

1450. SHRI SRIKANTA DATTA NARASIMHARAJA WADIYAR : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Government have a proposal to set up a Flying Training School at Mangalore ;

(b) whether one Cessna Trainer Aircraft is proposed to be imported for that Flying Training School ; and

(c) if so, whether Union Government have released foreign exchange for importing one Cessna Trainer Aircraft ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) There is a Government Flying Training School located at Jakkur Aerodrome, Bangalore, with a branch at Mangalore. Both the centres are treated as one for the purpose of subvention by the Director General of Civil Aviation.

(b) One Cessna Trainer aircraft has been given to the Government Flying Training School, Bangalore, by Aero Club of India, which can be used in its Mangalore branch also.

(c) Does not arise.

Infrastructural Facilities by the Academy of Sanskrit Research at Melko Karnataka

1451. SHRI SRIKANTA DATTA NARASIMHARAJA WADIYAR Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the pattern of assistance being given by the Union Government to develop the infrastructural facilities by the Academy of Sanskrit Research at Melko in Karnataka ;

(b) whether the proposal to implement the second phase of the above institute is awaiting the approval of the Union Government ;

(c) if so, the expenditure involved in implementing the second phase programme of the above Institute ; and

(d) the Central assistance sanctioned by Union Government for that Institute ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) The Union Government, Ministry of Human Resource Development gave a total grant of Rs. 25/- lakh during 6th Five Year Plan to Government of Karnataka for infrastructural facilities to Academy of Sanskrit Research at Melkote in Karnataka.

(b) to (d) The proposal to give grant to Government of Karnataka for the above Institute during the second phase is under consideration of the Union Government. The total expenditure involved in implementing the second phase of infrastructural facilities is Rs. 84/- lakh and they have requested Union Government to give a grant of Rs. 26.00 lakh.

[Translation]

Congestion at New Delhi Railway Station Platforms

1452. SHRI KAMLA PRASAD RAWAT : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are demolishing the stalls at New Delhi Railway Station Platforms because of over-crowding ;

(b) if so, whether Government are considering to run some of the trains from widened platforms which are being run from the narrow platforms at present ;

(c) if so, the time by which it will be done ; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Some stalls on platforms No. 6 and 7 at New Delhi Station have been reduced in size, and some have been re-sited with a view to increase the area available for the movement of passengers on the platforms.

(b) to (d) As it has not resulted in widening of platforms, the question do not arise.

[English]

Siltation at Calcutta Port

1453. SHRI SANAT KUMAR MANDAL : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the Calcutta Port is fast becoming non-operational due to its blockade by excessive silting ;

(b) whether dredging too is hampered by problems of waste management ;

(c) whether the sedimentation of particulate matter increases after dredging ;

(d) whether any new techniques aimed at preventing sedimentation in order to keep the harbour open to shipping are being developed ;

(e) if so, the details thereof ; and

(f) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) No. The river Hooghly is, however, affected by siltation but the available draught at the Calcutta Port is considered adequate for the nature and volume of traffic handled at the Port.

(b) and (c) No, Sir.

(d) to (f) To improve the overall navigability of the Hooghly Estuary, including amelioration of the problem of Balari Bar, a comprehensive scheme is underway. The comprehensive scheme includes : (i) a guide wall near the northern end of Navachara Island (ii) capital dredging at Balari Bar including shore disposal arrangement for the dredged material (iii) bank protection measures ; (iv) instrumentation for hydrometric data collection.

Proposal to Convert Interest Dues and Defaults in Repayment of Shipping Loans into Zero-Based Bonds

1454. SHRI SANANT KUMAR MANDAL : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government propose to convert interest dues and defaults in repayment of principal amounts against loans taken by the shipping companies into Zero-based bonds ?

(b) if so, the reasons therefor ;

(c) the names of the defaulting shipping companies against whom the loans and penal interest thereon are outstanding ;

(d) who will hold the bonds ; and

(e) what will be the fate of the Shipping Development Fund Committee ?

THE MINISTER OF STATE OF THE MINISTRY SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a), (b) and (d) On abolition of SDFC, the assets and liabilities of SDFC would be taken over by the Government and managed through SCICI. Suitable rehabilitation packages would be drawn by the SCICI for the sick shipping companies on the basis of their potential viability which could involve conversion of part of overdue interest and defaults into various instruments such as shares and debentures including Zero-based bonds. This is being contemplated because the companies are unable to service the outstanding loans owing to continued recession in the international freight market. These instruments resulting from the aforesaid conversion would be held by the Government or its agent.

(c) A list of defaulting companies against whom loans and penal interests are outstanding, is given in the statement given below.

Statement
Statement showing the default position as on 31.1.87 in respect of shipping companies

S.No.	Name of the Shipping Company	Principal amount due	Half yearly interest due	Counter-guarantee under guarantee	Amount paid under guarantee counter-guarantee	Payment to be made under guarantee/counter-guarantee	Amount paid for renewal of insurance	Total
A. PUBLIC SECTOR :								
1.	Shipping Corpn. of India Ltd.	116.64	45.36	—	—	—	—	162.00
Total : (A)		116.64	45.36	—	—	—	—	162.00
B. PRIVATE SECTOR :								
1.	Chowgule Steamships Ltd.	6.02	5.29	—	—	1.05	—	12.36
2.	Surrendra Overseas Ltd.	8.54	3.27	—	—	—	—	11.81
3.	Dempo Steamships Ltd.	11.83	4.24	—	—	20.85	0.14	37.06
4.	India Steamships Ltd.	15.82	9.88	—	—	0.14	—	29.03
5.	Scindia Steam Nav. Co. Ltd.	30.56	18.26	2.04	—	7.56	0.38	58.76
6.	Seven seas Transportation Ltd.	5.24	2.04	—	—	4.94	0.04	12.26
7.	Ratnakar Shipping Co. Ltd.	11.44	8.44	7.42	—	21.65	—	48.95
8.	Damodar Bulk Carriers Ltd.	19.13	8.56	—	—	—	—	27.69
9.	Indoceanic Shipping Co. Ltd.	0.66	0.75	2.82	—	2.16	0.01	6.42
10.	Nilhat Shipping Co. Ltd.	2.91	7.25	8.96	—	—	—	19.12
11.	R.A.J. Lines Ltd.	0.07	0.43	1.15	—	—	—	1.65
12.	Panchsheel Shipping Ltd.	—	2.82	9.63	—	—	—	12.45
13.	Sujwala Shipping Ltd.	—	0.11	1.27	—	1.33	—	2.71
14.	Thakur Shipping Co. Ltd.	—	0.01	0.12	—	5.92	—	6.05
15.	Deccan Shipping Ltd.	—	—	—	—	1.37	—	1.37
16.	Nirwan Shipping Ltd.	—	—	—	—	1.20	—	1.20
17.	Steamline Shipping Co. Ltd.	—	—	—	—	1.24	—	1.24
18.	Garware Shipping Ltd.	—	—	—	—	4.18	—	4.08
Total : (B)		112.22	71.35	33.37	—	76.70	0.57	294.21
Total : (A) + (B)		228.86	116.71	33.37	—	76.70	0.57	456.21

(e) A decision has been taken to abolish the Shipping Development Fund Committee (SDFC) and SDFC (Abolition) Act, 1986 has been enacted. As per the provisions of the Act, a notification is to be issued specifying the date from which SDFC would be abolished.

Improvements in Operational Service of Indian Airlines Corporation

1455. SHRI SANAT KUMAR MANDAL : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it is a fact that the Indian Airlines planes have filthy toilets, bad ground services, indifferent in-flight services and chronic delays in arrival and departure of its scheduled services ; and

(b) if so, while raising the basic fares, what steps Government propose to take to improve the overall operational conditions of this domestic carrier ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) No, Sir. However, it is the constant endeavour of Indian Airlines to improve their overall operational conditions.

Repair of National Highways in Bihar

1456. SHRI D. L. BAITHA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the amount spent for the maintenance and repair of the National Highways in Bihar during 1986-87 (upto January, 1987) road-wise ;

(b) whether it is a fact that some of the National Highways have been badly damaged by floods last year but no repair was made till date ; and

(c) whether Government propose to allot sufficient funds for repair of flood-damaged National Highways ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) An

expenditure of Rs. 311.30 lakhs is reported to have been incurred by the State so far on the maintenance and repairs of National Highways in the State during 1986-87 (upto January 1987). The Highway-wise expenditure is indicated below :

(Rs. in lakhs)	
National Highway No.	Expenditure incurred so far
2	42.547
6	0.145
23	17.376
28	17.729
28-A	9.373
20	72.347
31	103.315
32	11.898
33	36.067
	311.297

(b) Some stretches of National Highways were damaged due to floods last year and emergent works have already been taken up in hand.

(c) During 1986-87, an amount of Rs. 279.77 lakhs has so far been released for Flood damage Repairs in the State.

Development of Infrastructure of Sports in Kerala

1457. SHRI T. BASHEER : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Union Government have received any project from the Kerala Government for developing the infrastructure of sports in Kerala ;

(b) if so, the details thereof ;

(c) whether Kerala Government has requested for any financial assistance from Union Government for the projects ; and

(d) if so, the details thereof and the steps Union Government have taken in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENTS YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA): (a) to (d) The Government have been receiving from time to time proposals for central financial assistance from Government of Kerala for development of sports infrastructure in the State. The State Government have made certain proposals which include construction of 32 stadia in Municipal towns, construction of 6 indoor stadia, two swimming pools, three synthetic tracks and two sports complexes, besides, upgradation of existing infrastructure facilities and setting up of one NIS Training Centre and have sought central financial assistance to the tune of Rs. 27.50 crores in this context. In respect of the proposals, for which the required details have been received from the Government of Kerala, an amount of Rs. 120 lakhs in 1986-87 has been sanctioned.

Unit cost of Operation on Broad Gauge

1458. SHRI C. JANGA REDDY : Will the Minister of RAILWAYS be pleased to state the unit cost of operation on Broad Gauge with electrical, diesel and steam engines separately, in passenger and goods traffic (on an average) during each of the last 3 years and the current year and also the target planned for the next year (1987-88) ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : The cost of operation and maintenance per 1000 Gross tonne kilometres on Broad Gauge in respect of electric, diesel and steam engines passenger and goods traffic (on an average) during each of last three years i.e. 1983-84, 1984-85 (actuals), and 1985-86 (estimated) and the current year 1986-87 (estimated) is indicated in the statement given below..

The likely unit cost for the next year (1987-88) can be arrived at only after the Budget Estimates for 1987-88 are approved by the Parliament.

Comparative cost of Operating Electric Diesel and steam Engines on Broad Gauge

	(Unit Cost in Rs. per 1000 Gross Tonne Kilometres)	
	Passenger Traffic	Goods Traffic
1983-84		
Electric	27.24	13.84
Diesel	28.06	18.75
Steam	66.02	126.54
1984-85		
Electric	30.86	15.06
Diesel	30.08	18.35
Steam	90.71	186.69
1985-86 (Estimated)		
Electric	33.59	15.93
Diesel	32.75	19.41
Steam	98.75	197.52
1986-87 (Estimated)		
Electric	38.10	18.24
Diesel	37.13	22.23
Steam	111.98	226.16

National Railway Users Consultative Council

1459. PROF. NARAIN CHAND PARASHAR : Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 2598 on 20 November, 1986 regarding National Railway Users' Consultative Committee and state :

(a) whether the National Railway Users Consultative Council has since been constituted ;

(b) if so, the composition thereof along-with the date on which it was constituted ;

(c) if not, the reasons for delay along-with date from which the previous Committee ceased to function ; and

(d) the likely date by which the National Railway Users' Consultative Council is likely to be constituted ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) to (d) The composition of the National Railway Users' Consultative Council is under finalisation at present.

Completion of on-going Railway Projects

1460. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government would accord any priority to the completion of on-going projects taken up for construction in the Sixth Five Year Plan on a national basis taking into consideration the claims of all regions and States, rather than by preferring one region to another;

(b) if so, the names of the on-going projects which were taken up for construction in the Sixth Plan for each Zonal Railway alongwith the progress regarding land acquisition and construction as on 31 December, 1986; and

(c) the priority accorded to each project in the Seventh Plan; if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Priority is given to specific New Line projects to serve major industrial projects, strategic and operational needs irrespective of any region or State. Priority is also given to new lines in North Eastern region.

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

Progress of construction including land acquisition in approved on-going New Line projects taken up in VIth Five Year Plan is as under:

S. No.	New Line	%age progress of construction including land acquisition as on 31.12.1986
1	2	3
Central Railway		
1.	Mathura—Alwar	8
Eastern Railway		
2.	Lakshmikantapur-Namkhana	(Final location survey work just being completed).
Northern Railway		
3.	Nangal Dam-Talwara	6 (7 kms. ready to open)
4.	Jamu Tawi-Udhampur	7
5.	Bhatinda—Bypass line	27
Northeast Frontier Railway		
6.	Rail-cum-road bridge at Jogighopa with BG line from Jogighopa to Guwahati	1
7.	Eklakhi-Balurghat	3
Southern Railway		
8.	Karur-Dindigul-Madurai-Maniyachi/Tuticorin/Tirunelveli,	35 (53 kms. opened in 5/85 11 km. siding ready in 6/86)
9.	Chitradurg-Rayadurg	11
10.	Alleppey-Kayankulam	3

1	2	3
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South Central Railway

11.	Motumari-Jaggayyapetta	78
12.	Telapur-Pattancheru	6
13.	Adilabad-Pimpatkutti	15

South Eastern Railway

14.	Koraput-Rayagada	13 (20 kms. opened in 12/85)
15.	Talcher-Sambalpur	7
16.	Tamluk-Digha	1

Western Railway

17.	Bhuj—Naliya	27
18.	Kota—Chittaurgarh	26

Priority is given to projects as per criteria indicated in reply to part (a) of the Question.

Model Railway Stations

1461. PROF. NARAIN CHAND PARASHAR: Will the Minister of RAILWAYS be pleased to state the features of the scheme prepared to develop the existing railway stations into model railway stations including the details of passenger amenities proposed to be provided at such railway stations?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA):

The Minister of Railways have selected 67 stations to be developed as Model Stations.

These stations will be provided with all basic passenger amenities such as platforms and platform covers, waiting halls, drinking water facilities and benches etc. as per the prescribed norms during the VIIth Five Year Plan.

Survey for Eye Diseases Among Children

1462. PROF. NARAIN CHAND PARASHAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether any National Survey for the detection, prevention and cure of the various eye diseases like trachoma among school children has been undertaken by Government during the Sixth or the Seventh Plan;

(b) if so, the findings of the survey and steps taken proposed to be taken for prevention and early cure of eye diseases;

(c) if not, the reasons therefore; and

(d) whether Government propose to conduct such a survey and if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) to (d), Population based survey on blindness including trachoma, Vitamin A deficiency, cataract is being carried out all over India by Dr. R. P. Centre for Ophthalmic sciences at the All India Institute of Medical Sciences. School going children are also covered under this survey as members of the house-hold.

Survey is in progress and the results are expected to be available by the end of 1987.

Committee to evaluate turbo-prop aircraft for Vayudoot etc

1463. DR. B. L. SHAILESH : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether his Ministry has constituted a Committee to evaluate a number of latest generation turbo-prop aircraft for the use of the feeder airline Vayudoot and other users like Coast Guards ;

(b) if so, their findings ;

(c) whether it is a fact that last year some of the foreign manufacturers offered to sell their aircraft on barter terms ;

(d) if so, how these terms are proposed to be worked out ; and

(e) the type of aircraft offered with the names of the manufacturers concerned, and Minister's reaction thereto ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) The Committee set up by Vayudoot, for this purpose, is in the process of studying various aircrafts available in the market.

(c) to (e) No firm offers have yet been received from the foreign manufacturers. Terms of counter trade, if any, offered on firm basis, will also be evaluated.

Use of Steel Sleepers in Railways

1464. DR. B. L. SHAILESH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Indian Railways are receiving steel Railway sleepers and high speed track from the British Steel Corporation as a part of the grants made available by the British Government under the Indo-United Kingdom Railway sector projects agreed in 1983 ;

(b) if so, whether part of this high speed track is proposed to be used on the Delhi-Allahabad route, and if not, the reasons therefore ; and

(c) which are the routes or sections of the Indian Railways where these sleepers and high-speed track will be used ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Steel Sleepers are being imported from British Steel Corporation, U. K. against free foreign exchange and rail against UK/India Railway Sector Projects Grant 1983.

(b) and (c) These materials are for use on Broad Gauge routes and have not been specifically allocated for any particular location.

Setting up of Cancer Research Institute at Bhubaneswar

1465. SHRIMATI JAYANTI PATNAIK : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have a proposal to set up Cancer Research Institute at Bhubaneswar ;

(b) whether the proposal is likely to be implemented in 1986-87 ; and

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

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

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

Water Logging and Soil Salinity in Command Areas

146. SHRIMATI JAYANTI PATNAIK : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Government are aware of the increasing water logging and soil salinity in command areas ;

(b) if so, the causes thereof ; and

(c) the remedial measures taken to check water logging and soil salinity in the command areas ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) Water logging and salinity have been experienced in some command areas for want of efficient distribution system and scientific water management. The remedial measures taken up include introduction of efficient irrigation management, conjunctive use of surface and ground water, minimisation of seepage losses by lining of canals in vulnerable reaches and improvement of drainage.

National Book Policy

1467. SHRIMATI JAYANTI PATNAIK : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state ;

(a) whether Government have finalised the National Book Policy ;

(b) if so, the details thereof ;

(c) when the National Book Policy is likely to be introduced ; and

(d) the steps taken in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) to (d) Yes Sir. The Working Group constituted by the National Book Development Council submitted a report 'Towards a National Book Policy'. Recommendations made by the Working Group have been taken into consideration while formulating the National Policy on Education-1986.

Indira Gandhi International Airport

1468. SHRIMATI JAYANTI PATNAIK : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the original estimated cost of Indira Gandhi International Airport ;

(b) the amount actually spent on the construction of the airport ;

(c) the capacity of that airport ; and

(d) the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) The original estimated cost of the New International Passenger and Cargo Terminal Complex of the I.G.I. Airport was Rs. 63.95 crores. The Revised Cost of the Project amounts to Rs. 95.00 crores.

(b) The amount actually spent on the project upto January, 1987 is Rs. 92.80 crores.

(c) and (d) The present peak-hour capacity of the I. G. I. Airport is as under :

	Arrival	Departure	Transit
National	1500	3000 (includes 1200 available from March, 87)	
International	1100	1100	1100

Harmful Effects of Soft Cola Drinks

1469. SHRI MANIK REDDY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have seen analysis of scientific data on harmful effects of soft Cola drinks etc. and if so, the details thereof and results of studies conducted abroad and in the country ; and

(b) whether as a first step all TV/AIR advertisements about such drinks will be stopped ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARISAROJ KHAPARDE) :

(a) Scientific studies conducted on the possible effects of soft drinks have revealed that consumption of soft drinks conforming to prescribed standards under PFA Rules, 1955, are unlikely to cause any harmful effect.

(b) There is no such proposal.

'School Clusters' Scheme

1470. SHRI RADHAKANTA DIGAL :
Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have started the 'School Clusters' Scheme ;

(b) if so, the names of places where such clusters have been formed ;

(c) the objective of introducing such a scheme ; and

(d) the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SMT. KRISHNA SAHI) : (a) and (b) Some School Complexes have been set up earlier in states like Maharashtra, Rajasthan, Uttar Pradesh, Tamil Nadu, Bihar, Haryana, Orissa and Gujarat with varying degree of success. Under the National Policy on Education 1986, however 'School Complexes' (School Clusters) will be promoted which will serve as the lowest viable unit of area planning and will form a cluster of 8-10 institutions in which different institutions can reinforce each other by exchanging resources, personnel, material, teaching aids etc. and using them on a sharing basis.

(c) and (d) The objectives of introducing 'School Clusters' Scheme are :

(i) optimal utilization of resources through sharing of personnel, material, teaching aids and other facilities as well as exchange of experiences ;

(ii) bringing about qualitative improvement through strengthening of supervision at the school complex level ; and

(iii) making school complex the lowest viable unit for planning through close involvement of the community.

Drive Against Ticketless Travel

1471. SHRI RADHAKANTA DIGAL :
DR. V. VENKATESH :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have launched drive against ticketless travel in trains ;

(b) if so, the number of ticketless travellers apprehended during 1986-87, Zone-wise, and the fines collected from them ; and

(c) the future course of action proposed to be taken to stop ticketless travelling ?

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

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

Statement

Drive against ticketless travel

The number of persons detected without and with improper tickets and the amount of railway dues and fines realised from them during April-December 1986 were as under :

Railways	No. of persons detected (in lakhs)	Amount of Railways dues realised (in lakhs Rs.)	Amount of Judicial fine realised (in lakhs Rs.)
	(i)	(ii)	(iii)
Central	5.95	154.59	6.09
Eastern	0.49	137.84	5.87
Northern	5.98	174.99	5.40

	(i)	(ii)	(iii)
N. Eastern	2.48	40.90	6.43
N. Frontier	1.21	43.33	0.21
Southern	2.70	81.77	0.86
S. Central	3.19	116.96	1.87
S. Eastern	6.55	110.89	1.56
Western	6.90	148.67	3.10

In addition to normal checks, following measures are proposed to be taken on section prone to ticketless travel :

(i) Massive concentrated checks by deploying large number of TTEs, RPF and GRP staff with a view to ensure hundred per cent check of passengers in trains.

(ii) Magisterial checks.

(iii) Cross country checks i.e. checks conducted by engaging buses and intercepting trains in mid-section ; and

(iv) Ambush checks.

[*Translation*]

Proposal to Set up National Institute of Adventurous Games

1472. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government propose to set up a national institute for adventurous games ;

(b) if so, the time by which this institute is likely to be set up ; and

(c) the total amount of expenditure likely to be incurred on the setting up of this institute ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS

& SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) A suggestion to set up a National Institute of Adventure has been received. No final decision has yet been taken.

(b) and (c) Do not arise.

[*English*]

Construction of Dam on Subarnarekha River

1473. SHRI NARAYAN CHOUBEY : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether West Bengal Government had sent a proposal for construction of a dam on the Subarnarekha in Midnapore district ;

(b) whether sanction has been given to the proposal ; and

(c) if not, the reasons therefor ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (c) The Government of West Bengal submitted a proposal for construction of a barrage across Subarnarekha River in Midnapur District. The modified proposal as per the suggestion of the Technical Advisory Committee of Planning Commission has been received in Central Water Commission during November, 1986 and is under examination.

State Capitals of South Directly Connected by International Flights

1474. SHRI V.S. KRISHNA IYER : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether all the State capitals of South are connected directly by international flights; and

(b) if not, the State capitals of the South which are not directly connected by international flights?

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

(b) Bangalore—the capital of Karnataka is not served by an international passenger flight at present.

**CBI Report on Rajni Parasher
Suicide Case**

1475. SHRIMATI GEETA MUKHERJEE :

SHRI KAMLA PRASAD SINGH :

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

(a) whether the Central Bureau of Investigation (CBI) has submitted its report after probing the suicide case of Rajni Parasher, a research scholar of Delhi University's Botany Department; and

(b) if so, the findings thereof and Government's reaction thereto?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SMT. KRISHNA SAHI) : (a) Yes, Sir.

(b) The CBI has suggested disciplinary action against some police personnel, Doctors of Hindu Rao Hospital and University Teachers.

Reconstitution of Aligarh Muslim University Executive Council

1476. SHRI SYED SHAHABUDDIN : Will the Minister of **HUMAN RESOURCE DEVELOPMENT** be pleased to state :

(a) whether the Executive Council of the Aligarh Muslim University has completed its term but has not been reconstituted as required under the Act;

(b) whether the Court of the University has not met since early 1986; and

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

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) No, Sir. The Executive Council of the University consists of 4 ex-officio members, and 23 others who are elected, appointed, or nominated for a period of three years from the date of the election, appointment or nomination. Although casual vacancies in the membership of the Council could arise from time to time due to the expiry of the term of office of individual members, the Council as a body continues to function irrespective of such casual vacancies.

(b) and (c) The last meeting of the Court of the University was held on 27th April, 1986. The next meeting of the Court is scheduled to be held after second week of August, 1987.

Repair and Maintenance of Calcutta-Bombay National Highway No. 6

1477. SHRI NARAYAN CHOUBEY : Will the Minister of **SURFACE TRANSPORT** be pleased to state :

(a) whether Government are aware that the present condition of the National Highway No. 6 (Calcutta-Bombay Road) is very bad in Midnapur District of West Bengal leading to frequent accidents;

(b) if so, the reasons therefor;

(c) whether regular annual repairs are carried out on this road and whether the same is monitored by Government;

(d) the amount allotted for maintenance and repair for the portion passing through Midnapur district during the years 1984-85, 1985-86 and 1986-87;

(e) whether the entire amount had been fully utilised in all these years ;

(f) if not, the reasons therefor ; and

(g) whether there is any proposal for a thorough repair of this busy road in this year or next ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) Yes, Sir. Different stretches of this National Highway got damaged during rains of 1986. The situation became worse as repairs could not be done due to "Cease Work Agitation" by the State Engineers for a long time. The road is now in traffic worthy condition.

(c) Yes, Sir. Regular repairs are done every year and these are monitored also.

(d) The allotment figures for maintenance and repair are Rs. 16.92 lakhs, Rs. 22.43 lakhs and Rs. 40.36 lakhs respectively.

(e) For the years 1984-85 and 1985-86 the entire amounts had been fully utilised. For 1986-87 the works are still in progress and the final figure will be known later.

(f) The question does not arise.

(g) Some improvements will be carried out within the constraints of very limited Plan provision.

[*Translation*]

Films Pending with Censor Board for Approval

1478. SHRI MOOL CHAND DAGA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of films pending approval by the Censor Board ;

(b) since when these films are pending and the time by which their cases are likely to be decided ; and

(c) whether there is any time-limit for taking the decision and the criteria laid down for taking decisions by the Censor Board ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) to (c) Information is being collected and will be placed on the table of the House as soon as possible.

[*English*]

Demands of Faculty Members of National School of Drama

1479. SHRI AKHTAR HASAN :
SHRIMATI GEETA MUKHERJEE :

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

(a) whether it is fact that the faculty members of the National School of Drama abstained from classes due to indecision of Government on their demands ;

(b) if so, what are their demands ; and

(c) the steps taken/proposed to be taken by Government in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) and (b) Yes, Sir. The faculty members submitted two demands for :

(i) The appointment of regular director ; and

(ii) grant of UGC pay scales

(c) (i) Shri Ratan Thiyam took over as Director, National School of Drama on a regular basis with effect from 3.2.1987,

- (ii) The demand for the UGC pay scales is presently being examined by Society of National School of Drama with reference to the criteria in this regard.

[*Translation*]

Voluntary Organisations for Lepers

1480. SHRI MOOL CHAND DAGA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the number of voluntary organisations being run to look after lepers in each State and Union Territory in the country indicating the number of lepers in each organisation ; and

(b) the annual expenditure incurred on each such organisation and the annual assistance given to each of them ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Voluntary organisations are actively participating in the Leprosy Eradication Programme activities in the country. The particulars of the cases detected and cases under treatment in respect of 81 voluntary organisations State-wise are given in Annexure-I. [Placed in Library. See No. L.T. 3908/87].

(b) The Annual Budget of the Voluntary organisations is given in Annexure-II. All the voluntary organisations do not approach the Government for financial assistance released to the Voluntary organisations upto 31st January, 1987 is given in Annexure-III. [Placed in Library. See No. LT 3908/87].

Low Budget Schemes to Promote Unani System of Medicine

1481. SHRI K.N. PRADHAN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have formulated recently any new low budget schemes to promote the Unani System of

Medicine which can particularly cater to the needs of poor ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b) Promotion of Unani System of Medicine particularly to cater to the needs of the poor as in medicare programme is mainly a State subject. According to information available in this Ministry there are 100 Unani hospitals, 1356 hospital beds and 867 dispensaries in various States rendering medical services. So far as the Ministry of Health and Family Welfare is concerned all efforts are made to develop the requisite infrastructure in research on Unani Medicine and partly Post-Graduate education.

[*English*]

Cleaning work in Air India and Indian Airlines through contractors

1482. SHRIMATI N.P. JHANSI LAKSHMI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it is a fact that cleaning work in Air India and Indian Airlines is being done through contractors ;

(b) if so, the reasons therefor ?

(c) whether it is a fact that the contractors are not giving the Safai Karamcharis even the minimum wages and the practice of bonded labour is being perpetrated through contractors ; and

(d) if so, the reasons for not making recruitment of Safai Karamcharis on regular basis ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) As the cleaning work is not a full-time job in Air India, the same has been entrusted by the Corporation to the contractors. As regards Indian Airlines the cleaning work is being done departmentally.

(c) The contract entered into by Air India with the contractors provides that the latter will pay to the labour minimum wages fixed from time to time by the Government under the Minimum Wages Act. As the principal employer, Air India ensures that labour employed by the contractors is paid minimum wages and the labour engaged by contractors is not treated as bonded labour. In so far as Indian Airlines is concerned, the question does not arise.

(d) The cleaning of Air India premises not being a full time job, it is not considered necessary to employ staff on a regular basis.

National Highway Authority

1483. SHRIMATI N.P. JHANSI LAKSHMI :
SHRI P.M. SAYEED :
SHRI CHINTAMANI JENA :
SHRI ANADICHARAN DAS :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the proposal to set up a National Highway Authority has since been finalised ; and

(b) if so, the details thereof ?

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

(b) Does not arise.

Indian Airlines Flights to Singapore

1484. SHRI KAMAL NATH : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Indian Airlines will be operating its services to Singapore in addition to flight by Air India ;

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

(c) when the services of Indian Airlines will be resumed ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) to (c) In the Agreed Minutes of the Air Talks held in January 1987, there is a provision for Indian Airlines also to operate to Singapore temporarily ; however, Indian Airlines have not yet been allowed to do so.

Increase in fares of Indian Airlines and Vayudoot

1485. SHRI KAMAL NATH :
SHRI DHARAM PAL SINGH MALIK :
SHRI PRAKASH CHANDRA :
DR. DATTA SAMANT :
SHRIMATI KISHORI SINHA :
SHRIMATI PATEL RAMABEN RAMJIBHAI MAVANI :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it is proposed to raise the fares of Indian Airlines and Vayudoot from 1 April, 1987 ; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) whereas Indian Airlines has submitted a proposal for raising the basic fares, no such proposal has been received by the Government from Vayudoot.

(b) Indian Airlines have proposed to increase basic rupee fares on domestic sectors by 10%, revision of differential between the Executive Class and economy class fare from 12.5% to 20% and to fix excess baggage rates at 1.1% of the total passenger fares as against 1.06% of the basic fare.

The revision is to meet partially the increase in the cost of operations other than ATF.

Shortage of Trained Pilots in Air India

1486. **PROF. RAMKRISHNA MORE :** Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether a number of retiring Air India pilots have been given extension because of the non-availability of trained pilots to replace them ;

(b) if so, the number of Air India pilots who have been given extension stating the period of their extension of service ;

(c) what are the reasons for not taking timely steps to train sufficient number of pilots in advance ; and

(d) what steps have been taken by Government to formulate future course of training programme for smooth taking-over from the retiring pilots ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) and (b) No, Sir. At present, no pilot of Air India has been given extension beyond the age of superannuation. However, with a view to meet the shortage of trained pilots, Air India has been allowed to re-employ retired B747 commanders of Air-India/A310 retired check pilots/Examiners of Indian Airlines on contract basis for a period of one year subject to their medical fitness and otherwise found suitable.

(c) and (d) Sufficient number of qualified pilots with requisite flying experience within the stipulated age limit are not available for recruitment from the open market. Air-India has, therefore, during the years 1985-1986 recruited 64 pilots, mainly from the Indian Air Force. Some of these pilots do not possess Airlines Transport Pilot Licence and Air-India imparts further training to enable them to get the ALTP licences. This results in delay in the final absorption of the pilots.

Legal Lacuna Regarding Ban on Dangerous Drugs

1487. **PROF. RAMKRISHNA MORE :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether sometime in November, 1986 the Supreme Court of India passed strictures against the Union Health Ministry, the Medical Council of India and the Indian Medical Association for not enforcing the 1983 ban on "dangerous" drugs manufactured in the country ; and

(b) if so, the steps taken by Government to find out the causes or the weaknesses in the Law enforcing machinery for effective implementation of the ban on "dangerous" drugs stating the measures taken by Government to enforce ban on the production and marketing of such drugs by the multinationals in the country ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) The Supreme Court in its judgement in November, 1986 has stated that there was some delay on the part of the Central Government in preparing more copies of the amendment writ petition, to supply paginated paper books and to file counter-affidavit. The Supreme Court has not passed any adverse remarks against the Union Health Ministry for not enforcing the 1983 ban on dangerous drugs manufactured in the country. The views of Supreme Court in respect of the Medical Council of India and the Indian Medical Association are given in the Statement given below.

(b) Government has acquired power for banning drugs considered harmful/irrational by experts by amending Section 10 (A) and 26 (A) of the Drugs and Cosmetics Act. However some of the firms obtained stay orders from various courts of law, against the ban order on account of which some drugs covered by the prohibitory order are available in the market.

Statement

Throughout the period that this case has been pending we find that there is gross indifference on the part of the concerned department of the Central Government in taking various steps necessary for the purpose of securing proper implementation of the directions given by this Court from time to time. We directed by our

order dated 2nd February, 1984 that this Central Government will prepare copies of the amendment Writ Petition and serve them on the other respondents in Writ Petition No 3492 of 1983 and the respondents will file their counter affidavits with four weeks from the date of that order and within three weeks thereafter affidavit in rejoinder, if any, may be filed by the Petitioner. Though this direction was given by us as far back as 2nd February, 1984 we find that no steps have been taken by the Central Government to prepare copies of the amended Writ Petition and to serve them on other respondents.

despite the fact that more than two years and nine months have elapsed since then. It seems that the concerned Department of the Central Government is for some inexplicable reason not interested in early disposal of the Writ Petition, though the Writ Petition filed by the petitioner is intended to safeguard and protect the unsuspecting public against drugs which, according to the petitioner, are banned in the developed countries but which are sought to be dumped on Third World Countries by the Multi-Nationals. It may be pointed out that since no steps were taken by the Central Government to carry out the directions given by us on 2nd February, 1984, we gave further time to the Central Government by our order dated 5th September, 1986 to make the papers books ready with proper pagination before 4th November, 1986 and to file their Counter Affidavit within three weeks from the date of that order. But we find that this direction too has not been carried out by the Central Government.

Though we directed by our order dated 11th April, 1983, when we admitted the Writ Petition that notice should go to the Indian Medical Council, Indian Medical

Association and the Drug Controllers of all States in India except the Drug Controller of the State of Kerala, to answer the averments made in the Writ Petition and such notice was issued to them we find that none of them has cared to file an affidavit in this Court though more than 3½ years have elapsed.

[*Translation*]

**Ancient temples and Idols in Bilaspur,
M.P.**

1488. DR. PRABHAT KUMAR MISHRA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of ancient temples and idols with their locations in Bilaspur district in Madhya Pradesh ;

(b) whether they are being properly maintained ; and

(c) if so, the details of measures being taken in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) The number of centrally protected temples/ idols with their locations in Bilaspur District in Madhya Pradesh is given as per statement given below.

(b) Yes, Sir.

(c) Besides regular maintenance and upkeep of the monuments watertightening of structures and removal of vegetation, wherever necessary, has been carried out.

Statement

Centrally Protected Monuments in the District of Bilaspur, (M.P.)

S. No.	Name	Locality
1.	Arbhar temple	Arbhar
2.	Temple	Belpan
3.	Temple	Gatera

1	2	3
4. Large Vaishnav temple		Janigir
5. Small temple		Janigir
6. Brick temple of Saveri		Kharod
7. Small Brick temple		Kharod
8. Surya temple		Kharod
9. Patalesvara Mahadev temple complex		Mallar
10. Mahadev Temple		Pali
11. Kanthi Dewal temple		Ratanpur
12. Half ruined temple of Kesava Narayan		Sheorinarayan
13. Sheorinarayan temple		Sheorinarayan
14. Remains of the very ancient temple		Tuman

Central clearance to Irrigation projects of Madhya Pradesh

1489. DR. PRABHAT KUMAR MISHRA :
SHRI PARASRAM BHARDWAJ :

Will the Minister of WATER RESOURCES be pleased to state :

(a) the proposals for major and medium irrigation projects submitted by Madhya Pradesh Government to the Union Government for approval ;

(b) the names of proposals approved ; and

(c) the time by which work is likely to start thereon ?

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

(a) to (c) 17 major and 3 medium irrigation projects submitted by Government of Madhya Pradesh were pending clearance at the end of Sixth Plan. Subsequently, 3 major and one medium irrigation projects have been received. The Jobat Medium Irrigation Scheme has been approved by the Planning Commission. The construction of this project will be taken up after clearance under Forest (Conservation) Act, 1980.

Direct Bus Service between Buradi Village and Kendriya Terminal

1490. SHRI RAJ KUMAR RAI :
 Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether adequate bus facility is not available to thousands of commuters coming to new Delhi areas every day from Buradi Village, Sant Nagar and in adjoining areas in Delhi ;

(b) whether there is no direct bus service from these places to Kendriya Terminal ;

(c) if so, when a direct bus service from Buradi village to Kendriya Terminal is proposed to be introduced ; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (d) Buradi Village and Sant Nagar are directly linked with I.S.B.T. and Guru Tegh Bahadur Nagar from where the commuters can reach other destinations by availing change-over facilities available at these points. In addition, for the convenience of commuters, two 'Ltd. Stop' Trips at 0800 hrs and 900

hrs have also been provided from Buradi Village to Kendriya Terminal and vice-versa at 1715 and 1800 hours.

CGHS Dispensary in Buradi Village and Sant Nagar Colony, Delhi

1491. SHRI RAJ KUMAR RAI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there is no C.G.H.S. Dispensary in Buradi Village and Sant Nagar Colony, Delhi where thousands of Government employees reside ;

(b) if so, whether Government propose to open C.G.H.S. dispensaries at the said places ; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (c) A basic norm of 2000-2500 Central Government employees residing within a radius of 3 km is required for opening a new CGHS dispensary in an area. The question of opening CGHS dispensaries in Buradi Village and Sant Nagar will be considered after the basic norm is fulfilled, and subject further, to the availability of resources.

[English]

Vacant posts of Libraries in Kendriya Vidyalaya

1492. SHRI RAJ KUMAR RAI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether a number of posts of Librarians are lying vacant in many Kendriya Vidyalayas ;

(b) if so, the total number of such vacant posts ;

(c) the percentage of vacant posts to the total sanctioned posts ;

(d) the reasons for these vacancies ; and

(e) the action taken/proposed to fill up the vacancies so far ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SMT KRISHNA SAHI) : (a) Yes, Sir.

(b) 77 as on 28.2.1986.

(c) 17%.

(d) Due to creation of new posts, resignation/retirement/promotion of existing librarians.

(e) After the selection process the panels have already been drawn up to fill the vacant posts of Librarians.

Irregularities in various Construction projects undertaken by Kendriya Vidyalaya Sangathan

1493. SHRI RAJ KUMAR RAI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Comptroller and Auditor-General of India in his Report for the year 1984-85 has pointed out a number of irregularities in various construction projects undertaken by Kendriya Vidyalaya Sangathan ;

(b) if so, the details of the irregularities and the amount of losses incurred ; and

(c) the action Government have taken or propose to take against the erring officers responsible for these losses ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SMT. KRISHNA SAHI) : (a) and (b) The Comptroller and Auditor-General of India in the report for the year 1984-85, which has already been laid on the Table of the

Sabha, has pointed out instances of delays leading to escalation in cost, and in some cases infructuous expenditure.

(c) The systems and procedures pertaining to Construction Works are being streamlined in the light of the observations made by the Comptroller and Auditor-General of India.

Cancellation of Trains on 26.1.1987

1494. SHRI ANAND SINGH :
SHRI SODE RAMAIAH :

Will the Minister of RAILWAYS be pleased to state :

(a) whether a number of mail, express and passenger trains were cancelled on January 26, 1987 ;

(b) if so, the details thereof ;

(c) the reasons therefor ; and

(d) the time by which these are likely to be resumed ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d) Yes,

Sir. Certain trains had to be cancelled due to unavoidable operational exigencies. These will be restored gradually.

New Railway Line/Facilities in Madhya Pradesh

1495. SHRI MAHENDRA SINGH :
Will the Minister of RAILWAYS be pleased to state :

(a) the details of the proposals for construction of new railway lines or expansion of railway facilities in Madhya Pradesh at present under different stages of examination or consideration of Government ;

(b) in which cases surveys have already been conducted indicating the outcome thereof and the steps being taken to allocate funds and to implement the proposals ; and

(c) the progress made so far in regard to other proposals ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) Surveys have been completed during last one year for the following New Lines/expansion of rail facilities :—

S. No.	Projects Survey	Length (kms.)	Cost (Rs. in crores)
(i)	Dalli Rajbara-Rowghat New Line (Part of Dalli-Rajbara Jagdalpur New Line)	95	61.80
(ii)	Khandwa-Khargaoon New Line	84	48.01

For S. No. (i) we are having a dialogue with Ministry of Steel and Mines and Planning Commission.

S. No. (ii) is assessed to be financially unremunerative.

2. Survey for the following New Lines/expansion of rail facilities are in progress.

S. No.	Project	% age progress of Survey upto 12/86
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NEW LINES

1.	Final Location Survey for Rewa Beohari BG Line	92
2.	Reconnaissance Survey for Bilaspur-Jabalpur BG line	—
3.	Reappraisal Survey for Rowghat-Jagdalpur BG line (part of Dalli-Rajhara-Jagdalpur)	95

DOUBLINGS

Engineering cum Traffic Survey for 3rd line between Godhra-Ratlam section, BG Bye-Pass line at Ratlam and doubling of single line stretches.

60
(Survey for 3 single line stretches completed and work approved in 1986-87 Budget).

Coach Factory at Kapurthala

1496. **SHRI MAHENDRA SINGH :**

Will the Minister of RAILWAYS be pleased to state :

(a) the progress made so far in the setting up of the Coach factory at Kapurthala ;

(b) the expenditure incurred so far, item-wise ; and

(c) by what time the factory will be commissioned ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The physical progress of the factory structures for the Rail Coach Factory at Kapurthala as on 31.1.87 is 23 %.

(b) Expenditure incurred upto 31.1.87 is Rs. 25.03 crores. The item-wise details are as follows:—

Expenditure on

(i) Land	Rs. 2.79 crores
(ii) Civil Engg :	Rs. 18.39 crores
(iii) Mech : Engg :	Rs. 1.95 crores
(iv) Elect. Engg :	Rs. 1.39 crores
(v) Others	Rs. 0.51 crores
	<u>Rs. 25.03 crores</u>

(c) The factory is likely to be commissioned by March 1988.

District Level Committees for Family Welfare Programmes

1497. **SHRI PARASRAM BHARDWAJ:** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Union Government have recently released funds to constitute committees at district level in the States to seek popular association of masses in family welfare programmes ; and

(b) if so, the details regarding the new initiatives in the strategy for the implementation of the programme ?

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

(b) The new initiatives under the draft revised strategy include ; enhancing community participation by setting up Popular Committees at State, District and Block level ; raising village level volunteer corps, providing assistance to grassroot level voluntary organisations through

Standing Committee on Voluntary Action ; adopting improved communication approaches by launching special communication campaigns for identified target groups, and professionalising the production of communication materials ; improving programme management and supervision by strengthening the existing staffing pattern for direction and administration, updating of eligible couple registers and restructuring of the Headquarters organisation the Department; improving the quality services by undertaking technical training programmes for medical and para-medical workers and providing recanalisation services by establishment of micro surgery recanalisation centres ; intensifying population education and enhancing child survival rates through the Universal Immunisation Programme.

Machinery for Evaluation and Conservation of Priceless Art Objects

1498. **SHRI G. BHOOPATHY :**
SHRI K. RAMAMURTHY :
SHRI A.J.V.B. MAHESH-
WARA RAO :

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

(a) whether any machinery has been set up by Government for evaluation and conservation of priceless art objects and to decide about specific art objects which will not be sent out of the country for exhibition ;

(b) the specific steps being taken to prevent damages to the art objects which are proposed to be sent for the Festival of India in Soviet Union ; and

(c) the details of five broad sections of the festivals to be held in several Soviet cities ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE, IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHD) : (a) Two

Committees namely Expert Evaluation Committee and Conservation Committee have been set up for making recommendations for sending art objects for exhibitions abroad. Guidelines have also been formulated for sending of exhibitions of art objects abroad.

(b) Great care is taken when the art objects are packed with best quality packing material under strict supervision of experts. Art objects are photographed from different angles for proper record at each stage. Each consignment when transported abroad is accompanied by a courier at the time of sending and bringing them back to India. The art objects are insured on "wall to wall" basis.

(c) Seven broad sections proposed for the festivals in the Soviet Union are :

(i) Performing Arts in more than 40 cities ;

(ii) 20 exhibitions will be held in more than 40 cities ;

(iii) 18 Seminars in different cities ;

(iv) 8 major film festivals in different cities ;

(v) Youth Programme—about 500 Youth in three groups will travel to various cities ;

(vi) about 225 sportsmen will travel under Sports activities ; and

(vii) 6 food festivals will be held in various cities.

Availability of Wagons for Goods Traffic

1499. **SHRI V. TULSIRAM :** Will the Minister of RAILWAYS be pleased to state :

(a) whether the movement of goods traffic is deteriorating in the country ;

(b) if so, the reasons therefor ;

(c) whether wagons are being exported to foreign countries ;

(d) if so, the details of wagons exported to various countries during the last three years and foreign exchange earned by Government as a result thereof; and

(e) the details of steps being taken/ proposed by Government to meet the domestic requirements of railway wagons by the end of Seventh Plan?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) No, Sir. On the other hand it has shown a significant improvement.

(b) Does not arise.

(c) Yes, Sir.

(d) Details are as under:

Years	Quantity	Country	Value in foreign exchange (Rs. equivalent) (Rs. in lakhs)
1983-84	75	Vietnam	304.94
1984-85	—	—	—
1985-86	143	Uganda	754.52
1986-87	93	Uganda	488.31

(e) There is a plan to acquire 96,000 wagons during the Seventh plan period to meet the requirements of traffic likely to materialise during this period.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Zone-wise break-up of persons killed and injured in 48 train accidents during May-October, 1986, is as under:—

Compensation to Victims of Railway Accidents

1500. SHRI V. TULSIRAM: Will the Minister of RAILWAYS be pleased refer to the reply given to Unstarred Question No. 2652 on 20 November, 1986 regarding compensation to victims of railway accidents and state:

(a) the number of persons killed and injured as a result of 48 railway accidents which took place on Indian Railways during the period May to October, 1986, zone-wise;

(b) the number of cases in which compensation has been paid and the total amount thereof;

(c) the number of cases which are pending for more than six months; and

(d) the reasons therefor?

Zone	No. of persons	
	Killed	Injured
Central	3	12
Eastern	63	77
Northern	8	31
North Eastern	14	41
North East Frontier	32	37
Southern	—	1
South Central	13	32
South Eastern	14	21
Western	27	76

(b) to (d) Compensation has not been paid in these cases as the Claims Commissioners appointed on the recommendation of State Govts. concerned have not yet given their award.

Youth Welfare Programme in Andhra Pradesh

1501 SHRI V. TULSIRAM : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is a proposal under consideration of Union Government to start Youth Welfare Programme in the State of Andhra Pradesh particularly in the backward/rural/tribal areas ;

(b) if so, the details thereof and when it is likely to be implemented ; and

(c) the expected amount likely to be spent during 1987-88 and by the end of Seventh Plan, separately ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) to (c) There are two major youth programmes implemented by the Central Government in all parts of the country for young persons in the age group of 15-35 years with a view to improving the total personality of the youth and to prepare them for life and work.

For first degree students, the programme of National Service Scheme is implemented through State Governments/UT Administrations. In the State of Andhra Pradesh, an allocation of 1,16,000 students has been made under the NSS in the year 1987-88. The scheme of Nehru Yuva Kendras are implemented directly by the Central Government for the rural youth. In the State of Andhra Pradesh, the Nehru Yuva Kendras are functioning in 14 districts. The NYKs cover, through their activities, youth belonging to backward and tribal areas as well.

Apart from the above two major programmes, there are other youth programmes also implemented by the Central Government through state governments, voluntary organisations, Nehru Yuva Kendras, National Service Scheme units, etc, like promotion of national integration, promotion of adventure, assistance to voluntary organisations, scheme of training of youth, assistance to youth clubs and exhibitions for youth.

The approved outlay in the Seventh Five Year Plan for various youth schemes/programmes of the central government is Rs. 99 20 crores. For the year 1987-88, Rs. 3408.00 lakhs have been budgeted for these programmes.

Ongoing Railway Projects in Andhra Pradesh

1502. SHRI V. TULSIRAM : Will the Minister of RAILWAYS be pleased to state :

(a) the number of on-going railway projects in Andhra Pradesh ;

(b) the particulars of such schemes, their estimated cost (scheme-wise) with location thereof ;

(c) the funds allocated for these schemes during the last three years, year-wise for each of the schemes and amount utilised, separately ; and

(d) the time by which the on-going projects are expected to be completed ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d) A large number of Railway works are in progress in Andhra Pradesh, whose details are given in Pink Book of Railway Budget. Required particulars of approved New Line and Gauge Conversion Projects in Andhra Pradesh are furnished in the statement given below,

Statement

On-going Railway Projects in Andhra Pradesh

(Figures in Crores)

S. No.	Project	Estimated cost	84-85		85-86		86-87		Target for completion
			Final grant	Expenditure	Final grant	Expenditure	Final grant	Expenditure upto 1/87	
1	2	3	4	5	6	7	8	9	10
New Lines									
1.	Bibinagar-Nadikude	53.66	4.35	4.28	4.49	3.78	7.50	5.07	110 kms. opened. Target for balance 87-88.
2.	Bhadrachallam Road Monusuru	19.76	0.70	0.70	.90	.88	.39	.33	Commissioned in 9/83 Residual works in progress.
3.	Telapur-Patancheru	7.00	0.53	0.54	0.32	.32	.30	.37	*

1	2	3	4	5	6	7	8	9	10
4.	Motumari—Jaggaipet	19.38	5.40	5.49	2.04	2.03	2.68	1.96	Target-26 kms. 3/87 6 kms. 9/87
5.	Adilabad—Pimpalkutti	14.46	1.00	1.11	0.95	0.93	1.00	0.47	*
6.	Chitradurg—Rayadurg	35.00	1.21	1.25	0.75	0.75	1.00	0.91	*
Gauge Conversions									
1.	Guntur—Macherla	32.26	0.10	0.10	0.27	0.21	2.85	0.85	*
2.	Parbhani—Adilabad	95.00	0.20	0.16	0.10	0.10	0.14	0.16	*
3.	Guntakal—Bangalore	52.00	3.98	3.93	1.04	1.10	0.26	0.26	Commissioned in 1/83. Residual works in progress.

*Completion of these projects will depend on availability of resources in the coming years.

Cost of Railway Operation Information System

1503. SHRI MOOL CHAND DAGA :
Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any increase in the price of Railway Operation Information System ; and

(b) if so, the reasons with details and the target date of completion of the project ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) The revised cost of Freight OIS project has not yet been finalised, as it has a close link with the type of telecommunications network technology to be selected, a decision on which is yet to be taken.

The target date for completion of the project is December, 1993.

Eye Test of DTC Drivers

1504. SHRI MOOL CHAND DAGA:
Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Delhi Transport Corporation conducts eye test of drivers at the time of recruitment and thereafter periodical departmental check-ups are also being conducted ;

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

(c) whether Delhi Transport Corporation has accepted free eye-test service from the Automobile Association of Upper India (AAUI) ; and

(d) if not, the amount of money to be paid to Automobile Association of Upper India for the same and its details ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) Besides

the fulfilment of requirement of medical certificate at the time of initial issue and renewal of a driving licence by the licensing authorities, the DTC before recruiting the driver gets done an eye-test of every driver. He is subjected to medical examination yearly after he attains the age of 55 years. In the intervening period also, eye-testing is being got done from the angle of road safety.

(c) Yes, Sir.

(d) Does not arise.

Harabhangi Project

1505. SHRI SOMNATH RATH: Will the Minister of WATER, RESOURCES be pleased to state :

(a) what is the present position of Harabhangi Project in Orissa and how much amount has been spent so far ;

(b) how much work has been completed ; and

(c) the sources from which money has been granted and the target date for completion of the project ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) and (b) An amount of Rs. 13.14 crores has been spent on Harbhangi Project in Orissa till December 1986 and about 25% of the work has been completed.

(c) The project is being funded from the State's plan resources and is targetted for completion by March, 1991.

Merger of I.A. and A.I.

1506. SHRI AKHTAR HASAN :
SHRI KALI PRASAD PANDEY :
SHRI UTTAM RATHOD :
PROF. MADHU DANDAVATE:
SHRI MOHANBHAI PATEL :
SHRI AMARSHINH RATHAWA:

Will the Minister of CIVIL AVIATION be pleased to state ;

(a) whether the merger scheme of Indian Airlines and Air India has not been found feasible and hence abandoned ;

(b) if so, the reasons for this decision ; and

(c) if not, when the merger is to take place ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) to (c) The proposal for merger of Indian Airlines and Air India is under consideration. No final decision has yet been taken regarding the set up to be adopted.

Grievances of students opting for vocational subjects in Delhi University

1507. CHOWDHARY AKHTAR HASAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government are aware of the reports regarding lack of adequate attention to students who opted for vocational subjects in B.A. (Pass course) and B.Sc. (General) of Delhi University ?

(b) if so, the number of such students and their grievances ; and

(c) the steps being taken for their redressal ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) Yes, Sir.

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

Accidents Involving Delhi Transport Corporation Buses

1508. SHRI RADHAKANTA DIGAL :
SHRI CHIRANJI LAL SHARMA :
PROF. CHANDRA BHANU DEVI :
SHRI ARIF MOHAMMED KHAN :
SHRI K. PRADHANI :
CH. RAM PARKASH :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether recently a study conducted by the Punjab, Haryana and Delhi Chamber of Commerce and Industry (PHDCCI) revealed that the Delhi Transport Corporation buses are taking major toll of life ;

(b) whether Punjab, Haryana and Delhi Chamber of Commerce and Industry is also of the opinion that most of the Delhi Transport Corporation accidents are due to the rash and negligent driving by Delhi Transport Corporation drivers ;

(c) the number of persons killed and injured by Delhi Transport Corporation buses during 1986 and since January, 1986 ; and

(d) the steps taken to check such accidents ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes, Sir. According to the article, Delhi Transport Corporation accounts for 20% of total accidents.

(b) No such observations have been made in the article.

(c) The information is as under :—

Year	Number of persons	
	Killed	Injured
1986	198	1675
1987 (upto 31st January, 1987)	11	127

(d) Besides, refresher training, enforcement of speed limits, provision of speed governors in city route buses, incentives in the shape of best drivers are some of the measures adopted by DTC to improve safety.

Recommendations of Eradi Commission

1509. SHRI KRISHNA SINGH :

SHRI PRAKASH V. PATIL :

DR. KRUPASINDHU BHOI :

SHRI DHARAM PAL SINGH
MALIK :

SHRI P. NAMGYAL ;

CH. RAM PARKASH :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the Eradi Commission on distribution of Ravi-Beas river waters between Punjab, Haryana and Rajasthan, has submitted its report ;

(b) if so, the main recommendations and observations of the Commission ; and

(c) what steps have been taken to implement the same ?

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

(a) to (c) The Ravi and Beas Waters Tribunal submitted its report to the Government on 30.1. 1987 which is under consideration.

Development of a new Technique Cancer Cure

1510. SHRI K. RAMACHANDRA
REDDY :

SHRI MUKUL WASNIK :

SHRI BANWARI LAL
PUROHIT :

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

(a) whether a technique which involves applying heat in tumorous tissues has been developed as a cure for patients of cancer ;

(b) whether its efficacy has been tested in India and treatment started in All India Institute of Medical Sciences, New Delhi ;

(c) whether this treatment for cancer will be made available to patients in the country ; and

(d) what is likely to be the cost of this treatment and whether a poor patient would be able to afford this treatment ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Some literature from Western countries have suggested the usefulness of hyperthermia as an aid to treatment for cancer.

(b) No, Sir.

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

Bomb explosion at Meenambakkam Airport, Madras

1511. SHRI K. RAMACHANDRA
REDDY : Will the Minister of CIVIL
AVIATION be pleased to state :

(a) whether it is a fact that in the first week of January, 1987 there was a bomb explosion at the International Terminal Complex at Meenambakkam Airport, Madras causing damage to the wall ;

(b) if so, the total loss thereof ?

(c) whether an inquiry has been ordered in this regard , and

(d) if so, the findings thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) On 4th January, 1987 an explosion occurred outside Madras Airport.

(b) A portion of the compound wall of the airport was damaged and its repair cost Rs. 500/-.

(c) and (d) A case has been registered with the Police.

Black-out at Bombay Airport

1512. SHRI K. RAMACHANDRA REDDY :

SHRI SHARAD DIGHE :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether there was a black-out at the Bombay Airport on 9 December, 1986 which led to the closing of the airport for seven hours ;

(b) whether the International Airports Authority of India has ordered an enquiry into this incident ; and

(c) If so, the results thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) The power supply at Bombay Airport was off between 14.40 hours to 20.10 hours on 9.12.86. However, during the period 14.45 hours to 20.00 hours, the air traffic services were provided through battery operated sets to accommodate arrivals and departures.

(b) Yes, Sir.

(c) The committee appointed by the Chairman, I.A.A.I. to enquire into the matter, has submitted its report to IAAI which is being studied by them for appropriate action.

[Translation]

Navodaya Schools in Border Hill Districts of Uttar Pradesh

1513. SHRI HARISH RAWAT : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Navodaya schools are to be opened in border hill districts of Uttar Pradesh such as Almora and Pithoragarh during the current financial year ; and

(b) If not, the reasons for not giving sufficient priorities to these border hill areas ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) and (b) The scheme for establishment of Navodaya Vidyalayas envisages opening of Vidyalayas, at the rate of one in each district of the country during the 7th Plan period. All the hill and border districts are also covered by this. During 1986-87, a Navodaya Vidyalaya has been established in the hill district of Nainital. New schools are being opened every year in a phased manner, based on availability of land and buildings.

Cancellation of Indian Airlines Flights

1514. SHRI HARISH RAWAT : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the number of flights cancelled by the Indian Airlines during the last four months and the reasons for cancellation of these flights ; and

(b) the loss incurred by the Indian Airlines as a result thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : During the period 1st October, 1986 to 31st January, 1987, 906 flights of Indian Airlines were cancelled due to reasons such as adverse weather conditions, air traffic control, security consequential reasons, etc.

(b) In case of cancellation of flight, passengers generally travel on the same or on the next day by the next available flight.

or by re-routing of tickets. However, some expenditure is incurred by Indian Airlines on providing refreshment/hotel accommodation to the passengers booked on flights cancelled. The number of passengers getting their tickets cancelled is, according to Indian Airlines, negligible. Indian Airlines has not undertaken any exercise to quantify the loss in revenue, following cancellation of flights.

World Bank and International Development Agency Assistance for Irrigation Projects of Uttar Pradesh

1515 SHRI HARISH RAWAT : Will the Minister of WATER RESOURCES be pleased to state :

(a) the names of the irrigation projects in Uttar Pradesh for which loans have been sanctioned by the World Bank and International Development Agency during the last two years ;

(b) the total amount of loans so sanctioned and the extent to which irrigation capacity of the State is likely to increase thereby ;

(c) whether some more projects of the State are pending with these two institutions for grant of loans ; and

(d) if so, the names of those projects and the steps being taken by Government to ensure that loans are sanctioned speedily ?

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

(a) and (b) International Development Association of the World Bank has provided an assistance of US \$ 125M. for rehabilitation and modernisation of the Upper Ganga Canal System in Uttar Pradesh, in June, 1984. The first phase of the project which is receiving assistance from the IDA is scheduled to be implemented over a period of six years and is expected to increase the irrigated area by 9000 ha.

(c) No, Sir.

(d) Does not arise.

Survey to assess Commercial Prospects of Vayudoot Services to Pithoragarh and Chamoli

1516. SHRI HARISH RAWAT : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether his Ministry has carried out any survey to assess the commercial prospects of linking Pithoragarh and Chamoli districts in Uttar Pradesh through Vayudoot service ;

(b) if so, whether it has been found profitable from commercial point of view to link these districts through Vayudoot ; and

(c) if so, the steps proposed to be taken to construct airstrips in these areas ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) The techno-economic survey of Pithoragarh conducted by Vayudoot revealed that there was adequate traffic to justify an economically viable service. No such survey has been conducted in respect of Chamoli.

(c) The Government of Uttar Pradesh has plans to construct airstrips at Pithoragarh and Gauchar.

Effect of Doctors and Nurses Strike in Delhi

1517. DR. CHANDRA SHEKHAR TRIPATHI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that during the last two months patients had to suffer great hardship due to the strike of doctors and nurses in many hospitals of Delhi ;

(b) if so, the names of such hospitals and the number of days when the nurses and doctors remained on strike ;

(c) the number of patients died as a result of the strike ; and

(d) whether Government have in view some long term measures to avoid recurrence of such situations ; if so, the details thereof and if not, the reasons therefor ?

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

(b) A statement is given below.

(c) No deaths can be directly attributed to the strike of Doctors and Nurses.

(d) There are established mechanisms of redressal of grievances and settlement on disputes. The endeavour of the Government all along has been to persuade the employees to take recourse to such mechanisms instead of going on strike. This approach will be continued.

Statement

Part (b)

Name of the Hospital	The number of days Nurses remained on strike	The number of days Doctors remained on strike
Dr. Ram Manohar Lohia Hospital	6 days	4 days
Safdarjang Hospital	17 days	4 days
Lady Hardinge Medical College and Smt. S.K. Hospital	16 days	5 days
All India Institute of Medical Sciences	17 days	3 days
Lok Nayak Jai Prakash Narain Hospital	18 days	3 days
New Delhi Municipal Committee	—	—
Municipal Corporation of Delhi	17 days	—

[English]

Shortage of Aircrafts with Air India

1518. **SHRI SHARAD DIGHE :**
SHRI D N. REDDY :

Will the Minister of **CIVIL AVIATION** be pleased to state :

(a) whether it is a fact that at present Air-India is short of aircrafts and is not able to cope up with the rush in European and other sectors ;

(b) if so, whether Air-India is planning to buy or obtain on lease any more aircrafts ; and

(c) how much business has been lost to other airlines since April 30 last on account of shortage of aircrafts ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Air India needs additional aircraft capacity. During April November, 1986, its passenger load factor on India-Continent route was 63.6%. During the same period passenger load

factor on the India-USA, India-Singapore and India-West Africa routes was 74.2%, 70.4% respectively. These high load factors indicate necessity to have more aircraft capacity.

(b) Air India had placed an order for six Airbus A310-300 aircraft. Five of these aircraft have already been inducted in service gradually from April, 1986. Sixth aircraft is expected to be received shortly. With the approval of Government, Air India has placed a letter of intent with Boeing company to purchase two Boeing 747-300 aircraft for delivery in 1988. Air-India is also contemplating acquisition of suitable Boeing 747-200 aircraft as replacement for the lost aircraft 'Kanishka'.

(c) It is difficult to estimate the loss due to shortage of aircraft.

Farmers' Participation in Water Distribution

1519. SHRI C. MADHAV REDDY :
SHRIMATI BASAVARAJESWARI :

DR. CHINTA MOHAN :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether any scheme has been formulated for participation of farmers in the distribution of irrigation water ;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) :
(a) to (c) Under the Centrally Sponsored Command Area Development Programme a scheme has been formulated to provide Central assistance to the States on matching basis for management expenses of the Farmers' associations at Rs. 100 per hectare for the first two years and Rs. 75 per hectare for the third year.

Bus Services From Airports

1520. SHRI C. MADHAV REDDY :
DR. D.N. REDDY :
SHRI SRI HARI RAO :
SHRI V. SOBHANADREESWARA RAO :

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

(a) whether bus services for the benefit of air passengers have been provided at all the major airports of the country connecting the respective air terminals with the city centres, railway stations and hotels ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYLER) : (a) and (b) Indian Airlines provides coach service to passengers, on payment of charges, from City office to Airport at the time of arrival and departure of flights at all airports except Bombay, Calcutta, Delhi and Madras. At Bombay, Calcutta and Delhi, M/s Ex-Servicemen Airlink Transport Services (EATS) are providing bus/coach services from airport to the city centre which also connects important hotels. At Bombay and Indira Gandhi International Airport Delhi, M/s EATS are also providing coach service between the two terminals for the benefit of passengers. At Indira Gandhi International Airport, Delhi, Delhi Transport Corporation also runs buses at frequent intervals from airport terminal to New Delhi and Old Delhi railway stations and the Inter-State Bus Terminal. At Madras Airport, M/s Pallavan Transport a State Government Transport Undertaking, is providing bus services for the passengers.

Sinking of Cargo vessel M.V. Vishva Anurag of Shipping Corporation of India

1521. SHRI C. MADHAV REDDI :
SHRI P.M. SAYEED :
SHRI BALASHEB VIKHEPATIL :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether a cargo vessel, MV Vishva Anurage of the Shipping Corporation of India sank off the Japanese coast on 14th January, 1987 ;

(b) If so, whether any inquiry has been conducted in to this incident ;

(c) if so, the details of the findings ;

(d) the number of crew and persons on board the ship and the number of those who were drowned alongwith the ship ; and

(e) the details of the cargo on the ship and the total losses as a result of the drowing of the ship and its cargo ?

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

(b) and (c) Initial inquiry was conducted by Kushikino Maritime Safety Agency, Japan. Sinking of the ship was caused due to shifting of heavy steel plates in no. 4 hold due to stormy weather which caused a hole in the ship's side thereby causing ingress of water into the ship. Preliminary inquiry under the Merchant Shipping Act and the enquiry by SCI are under progress.

(d) 58 persons were on board. No person was drowned.

(e) Vessel was loaded with 10903 MT of steel and General cargo including 74 containers. The entire cargo was lost with the ship except for 21 containers which were floating and have been salvaged in partly damaged condition. The estimated loss as a result of the sinking of the ship is yet to be worked out.

Foreign Students Afflicted With AIDS Virus

1522. SHRI C. MADHAV REDDI :
SHRI YASHWANTRAO GAD-
AKH PATIL :
SHRI S.M. GURADDI :
SHRI G.S. BASAVARAJU :
SHRI K. PRADHANI :

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

(a) the total number of foreign students studying in India and the number of them who have been found so far to be afflicted with the AIDS virus ;

(b) the countries to which such affected students belong, the Universities which they are studying and for what period ;

(c) whether Government have decided to repatriate those foreign students in India who are found to be afflicted with AIDS virus ; and

(d) whether it is proposed to screen the foreign students coming to India for study ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPADE) : (a) The information regarding number of foreign students studying in India is not available with this Ministry. However, so far 1127 students have been screened of which 11 have been found to have AIDS infection.

(b) The affected students belong to countries, as under :

Kenya	—	6
Tanzania	—	4
Malawi	—	1

Information regarding the universities in which the affected students were studying and the duration of their study is not available with this Ministry.

(c) Yes, Sir.

(d) Yes. Instructions have been issued to State/U.T. Governments/all Universities for health screening of all foreign students (new and old admissions) including screening for AIDS.

Quacks in Capital Practising Ayurvedic and Unani Systems of Medicine

1523. SHRI SUBHASH YADAV :
SHRI DHARAM PAL SINGH
MALIK :

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

(a) whether Government are aware that a large number of quacks exist in the Capital practising in Ayurvedic and Unani systems of medicine ;

(b) whether in addition to the above, 7,000 registered and unlisted doctors are also practising in the Capital and using sub-standard drugs prepared in the most unhygienic conditions ; and

(c) if so, whether any inquiry has been conducted in this regard and the action taken by Government thereon ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) to (c) The information is being collected and will be placed on the Table of the Sabha.

Check at Airports on Foreigners for AIDS

1524. SHRI SUBHASH YADAV :
SHRI M. RAGHUMA REDDY :
SHRI PRAKASH CHANDRA :

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

(a) whether it is a fact that some tourists from USA and European countries are carrying with them the AIDS disease ; and

(b) if so, whether the Union Government propose to put a check at the Airports on the foreigners while landing in India to avoid break-out of this dreadful disease and if not, the reasons therefor ?

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

(b) There is no such proposal at present. However, the position is under constant review.

Progress in Setting up of Indira Gandhi Open University

1525. SHRI CHIRANJI LAL SHARMA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the progress made so far in starting academic programmes by the Indira Gandhi Open University, New Delhi ; and

(b) the time by which it would start enrolment of the students etc. ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SMT KRISHNA SAH1) : (a) and (b) The University has already announced 2 diploma programmes, one in Distance Education, and the other in Management. About 4500 students have been enrolled in these 2 programmes which started in January 1987. Work on starting a few more diploma courses is in progress. The undergraduate programmes of the University are expected to commence some time in 1988.

The University has set up 4 Regional centres and 22 Study centres so far.

Modernisation of International Airports

1526. SHRI GURUDAS KAMAT : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the details of the proposed modernisation of International Airports in the country ;

(b) the financial allocations made for the purpose ;

(c) whether Government would consider providing passenger amenities particularly outside these airports ; and

(d) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) The air traffic control systems at the international airports at Delhi and Bombay are proposed to be modernised by installation of Secondary Surveillance Radar, Flight Data and Radar Data Processing Systems, Instrument Landing Systems, Terminal VORs and Surface Detection Equipment.

(b) A provision of Rs. 500 lakhs has been included for the scheme in BE 1987-88.

(c) and (d) Amenities like car parking area, shuttle coach service, pre-paid taxi service, Porterage, Police Assistance and Public Call Offices are already provided outside the terminal buildings of international airports. These facilities will also be augmented alongwith development of new terminal complexes.

News Item Captioned 'Ayurveda can Treat AIDS'

1527. SHRIMATI MEIRA KUMAR : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government's attention has been drawn to the report appearing in the *Hindustan Times* dated 9 February, 1987 under the caption 'Ayurveda can treat AIDS' ;

(b) if so, the details thereof ; and

(c) whether any steps are being taken by Government to promote Ayurvedic medicines for the treatment of AIDS ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b) Yes, Sir. The Government has come across the press report appearing in the "*Hindustan Times*" dated 9-2-87 captioned 'Ayurveda can treat AIDS'. It has been claimed therein that clinical features of Ojashaya described in Ayurvedic texts correspond to AIDS,

(c) The Central Council for Research in Ayurveda and Siddha has at present no proposal before it for carrying out research studies in this field.

[Translation]

Construction of Barrage on Ganga at Kanpur

1528. SHRI JAGDISH AWASTHI : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether state Government of Uttar Pradesh submitted a Project in 1982 for the construction of a barrage on Ganga at Kanpur ; and

(b) if so, the time by which the work is likely to start on this scheme ?

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

(b) A recommendation to locate the barrage site about 1 km. upstream of Bhalrongi near Kanpur was made in January, 1983. The modified Project Report for the barrage at this site is awaited from the State Government.

[English]

Teaching through Hindi Medium in Railway Girls High School, Asansol

1529. SHRI SALAHUDDIN : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have any proposal to introduce teaching through Hindi medium in Railway Girls High School, Asansol, West Bengal; and

(b) if so, whether the demand has been examined and steps taken to meet the same ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI

MADHAVRAO SCINDIA) : (a) and (b) The proposal has been examined. As 8 Girls High Schools in Hindi medium are already functioning at Asansol, teaching in Hindi medium in Railway Girls school is not considered necessary due to constraint of resources.

Representation of SCs/STs in Railway Service Commissions

1530. DR. V. VENKATESH : Will the Minister of RAILWAYS be pleased to state :

(a) the total number of employees in each of the Railway Service Commissions and other offices under the Railway Board as on 1st January, 1987, in various classes of services and posts ;

(b) the number of Scheduled Castes and Scheduled Tribes, amongst these mentioned in part (a) above ;

(c) the reasons for under-representation of the Scheduled Castes and Scheduled Tribes, if any, in the above services and posts ; and

(d) the steps taken during the last three years to increase the representation of these communities in these services and posts ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d) The information is being collected from the Railway Recruitment Boards and other offices and will be laid on the table of the Sabha.

New Methods of Male Contraception

1531. SHRIMATI MADHUREE SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have explored the possibility of effective and acceptable new methods of male contraception ;

(b) whether some countries have found chemical which causes infertility or immobilises sperm cells ; and

(c) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) The efforts are being made to develop effective and acceptable newer contraceptives for regulation of male fertility.

(b) Yes, Sir.

(c) Several chemicals including nitrofurans, thiophenes, alkylating agents bis-diamines, dinitropyrroles, methanure, chlorohydrin, 6-deoxy-6-heliosugars etc. showed strong male antifertility activity in animal studies which was reversible, at least with some of these chemicals, when the treatment was withdrawn. However, undesirable side effects together with the possible conception of a genetically defective foetus has discouraged further studies with these agents.

[Translation]

SC/ST Employees in Civil Aviation

1532. SHRI RAM BHAGAT PASWAN : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the total number of employees in the Ministry at present indicating the number thereof in Class I, II, III and IV separately ;

(b) the percentage of Scheduled Caste and Scheduled Tribe employees in each class/category ;

(c) action taken by Government to ensure that SC/ST employees are appointed against the reserved posts in accordance with the reservation policy ; and

(d) whether Government would appoint the required number of SC/ST employees by issuing special advertisements ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TATLER) : (a) and (b) The total number of employees working in the

Ministry (Main) and the percentage of Scheduled Castes and Scheduled Tribe employees in each class/category is as under :—

Sl. No.	Class/Category	Total number of employees	S/C	Percentage	S/T	Percentage
1.	Class I (Group A)	18	1	6	1	6
2.	Class II (Group B)	79	5	6.5	2	2.5
3.	Class III (Group C)	76	12	16	1	1.3
4.	Class IV (Group D) (Excluding Sweepers)	44	17	39	3	7
5.	Class IV (Group D) (Safajwala & Farrash)	5	5	100	—	—

(c) and (d) The policy of the Government laid down from time to time for implementing the reservation policy is being followed by the Ministry. Reservation rosters are maintained as prescribed. In the event of non-availability of Scheduled Castes/Scheduled Tribe candidates, the reservation points meant for Scheduled Castes/Scheduled Tribe candidates are got de-reserved with the approval of the competent authority.

The appointments in the grades of Class I II and III are made through the Department of Personnel and Training and in the grade of Class IV through the Employment Exchange.

Review by US State Department regarding Kanishka crash

1533. SHRI MADAN PANDEY : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Government's attention has been drawn to the review made by the U.S. State Department recently regarding the Kanishka aircraft crash ;

(b) if so, whether this has disclosed strong possibility of the involvement of terrorists in this aircraft crash ; and

(c) if so, the reaction of Government thereto :

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) to (c) The U.S. State Department has not made any statement recently about Kanishka crash.

Medical Facilities for All India Petrol Pump Employees

1534. SHRI MADAN PANDEY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the All India Petrol Pump Employees have urged the Government to make available medical facilities for them ;

(b) if so, whether Government have taken any decision to this effect ; and

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

THE MINISTER OF STATE OF THE MINISTRY OF HEALTH & FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) No such proposal has been received by the Government.

(b) and (c) Do not arise.

[English]

Railway Projects in Kerala

1535. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the work on any railway development projects in the State of Kerala has stagnated due to paucity of funds ;

(b) if so, the details of such projects with extent of work done on each of them ; and

(c) whether any of these projects will be given priority under the Annual Plan for 1987-88, if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) Details of ongoing New Line Projects in Kerala including funds proposed in 87-88 are as under :—

Sl. No.	New Line	Estimated cost	Expenditure upto 3/86	Outlay in 86-87 Original one	Funds proposed for 87-88	% age progress
(Figures in Rs. crores)						
1.	Ernakulam Alleppey	45.50	17.23	3.00*	4.00	47
2.	Alleppey-Kayankulam	28.00	0.78	1.00**	3.00	1

Construction of Trichur-Guruvayur rail line is proposed as a new work in 87-88 Budget.

* This outlay was increased to Rs. 6.75 crores in the latter part of the year.

** This outlay was increased to Rs. 2.50 crores during latter part of the year.

Fire Incident in Air-bus from Dubai to Trivandrum

1536. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether any enquiry was made to determine the cause of the fire on Air India's Air-bus which arrived at Trivandrum from Dubai on 21 December, 1986 ;

(b) if so, the findings thereof ;

(c) whether any executive responsibility has been fixed for the accident ; and

(d) the action taken by Government in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) Yes, Sir. Fire was due to No. 4 wheel brake assembly over-heating.

(c) and (d) Further investigation is in progress to establish the cause of the accident and reasons thereof.

Introduction of more Trains between Bombay and Kerala

1537. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received any representation for introduction of more trains between Bombay and Kerala ;

(b) if so, the details thereof ; and

(c) the decision of the Government thereon ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) Yes, Sir. Suggestions have been received for providing more travel facilities between Bombay and Kerala.

(c) It has been decided to introduce a new biweekly train between Bombay and Cochin from April, 1987.

Vayudoot Services in Southern Region

1538. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the number of stations in the Southern region where Vayudoot services are operating at present ;

(b) the details of stations located in Kerala ;

(c) whether Government have received any proposal/representations to extend Vayudoot facilities to Northern Kerala ; and

(d) if so, the decision of the Government in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) Of the 17 stations airlinked by Vayudoot in Southern Region, Cochin is located in Kerala.

(c) and (d) Yes, Sir. This proposal was about introduction of Vayudoot services on Mangalore-Calicut-Cochin & Coimbatore sectors. Mangalore, Cochin and Coimbatore are already airlinked by Vayudoot services. Calicut is included in the list of stations proposed to be air-linked by Vayudoot during the current plan period.

[Translation]

Creation of a Railway zone in Bihar

1539. PROF. CHANDRA BHANU DEVI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is proposed to create a Railway Zone in Bihar during the Seventh Five Year Plan ;

(b) if so, details thereof ; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) In view of severe constraint of resources, it is not proposed to sanction any additional Zones at present.

Earnings of Indian Airlines

1540. PROF. CHANDRA BHANU DEVI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) the amount of profit earned by Indian Airlines in 1985 and 1986 ; and

(b) the target fixed in this regard for the year 1987 ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) During the financial year 1985-86 Indian Airlines earned a net profit of Rs. 63.22 crores. During the current financial year (1986-87), Indian Airlines have estimated a net profit of Rs. 69 crores (both inclusive of Income Tax).

(b) For the financial year 1987-88, Indian Airlines have a provisional target of Rs. 85 crores as net profit (inclusive of Income Tax).

*(English)***Road Accidents in Delhi**

1541. DR. G. VIJAYA RAMA RAO : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether road accident are on the increase in Delhi ;

(b) the causes identified for this trend ;

(c) whether these causes include unplanned and unscientific construction of road dividers, high curves, too many traffic lights and speed breakers ; and

(d) whether representative Traffic Advisory Committee comprising of experts, officials and users are proposed to be set up in four Zones in Delhi in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) The number of road accidents per thousand vehicles in Delhi has shown a decline as indicated below :

Year	Road Accidents (Per '000 Vehicles)
1984	6.99
1985	6.60
1986	6.00

(b) and (c) Do not arise.

(d) No, Sir.

Shortage of Co ches in Katihar-Jogbani and Forbesganj-Saharsa-Samastipur Sections

1542. SHRI D.L. BAITHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is serious overcrowding in trains on Katihar-Jogbani section of North east Frontier Railway and Forbesganj-Saharsa Samastipur section of North Eastern Railway owing to the shortage of coaches in trains ;

(b) whether this fact was brought to the notice of Railway officials several times,

(c) whether even after assurances, acute shortage of coaches in trains continues resulting in serious overcrowding ; and

(d) if so, the steps proposed to be taken to remedy the situation ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (d) Due to overall shortage of M.G. coaches, trains do run with less number of coaches, resulting into overcrowding. The position is likely to improve only after the new Rail Coach Factory at Kapurthala goes into production.

Fast Food Restaurants

1543. SHRI D.L. BAITHA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether fast food restaurants have been started in Delhi and other big cities of India and if so, the number of such restaurants, city-wise ;

(b) whether a study has been made as to the food items served in these fast restaurants which are exposed to health problems ; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (c) The information is being collected and will be laid on the Table of of the House.

Memorandum from Scientists of Indian Council of Medical Research

1544. SHRIMATI GEETA MUKHERJEE : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether any memorandum has been received from the working scientists of the Indian Council of Medical Research ;

(b) if so, the details thereof; and

(c) the decision taken on their demands?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) The Ministry of Health and Family Welfare in the Government of India has not received any such Memorandum.

(b) and (c) The question does not arise.

Development Corporation for Women

1545. SHRI P.M. SAYBED Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government are contemplating to set up a Development Corporation for Women ;

(b) if so, the details of the scheme indicating the class of women who are to be benefited ;

(c) the financial resources and the quantum thereof ; and

(d) other details such as coverage by the scheme of the women in various States etc. ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) No, Sir. The Central Government will financially assist the State Governments in setting up such corporations.

(b) to (d) These Corporations would actively support and promote schemes for women's groups and women from the weaker sections of society.

The Corporations would act as a catalytic agent for generating economic activi-

ties among women. Corporations would ascertain :

- identification of potential areas of employment ;
- assistance in project formulation and raising the required finance ;
- arranging raw material for working women in multiple occupations ;
- providing training and consultation facilities ; and
- providing infrastructure for marketing the products.

The Central Government would provide funds to State Governments through enquiry participation in the ratio 49 : 51 so that the State Governments have an incentive and assistance to set up such Corporations. The Corporation would also obtain credit under the differential rate of interest scheme or any other concessional scheme. A budget allocation of Rs. 50.00 lakhs has been made for the year 1987-88.

Provision of Buildings for Schools in Delhi

1546. SHRI P.M. SAYBED : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of Government aided schools in the Union Territory of Delhi which are still holding their classes in tents ;

(b) the number of schools which have been provided with buildings during 1986-87 so far ; and

(c) the time by which all the schools in Delhi would have their own buildings and the main reasons for delay in the process of construction of such school buildings ?

THE MINISTER OF STATE IN THE DEPARTMENT OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) 11.

(b) During 1986-87, Delhi Administration has constructed 11 Schools' buildings and provided 72 Schools with pre-fab structure. Municipal Corporation of Delhi has provided its 14 schools with buildings.

(c) Construction of school buildings is an ongoing process. Availability of funds, availability of land for construction and opening of new schools every year, all determine availability of buildings to schools.

Leakage of Chlorine in Calcutta Port Trust Store

1547. SHRIMATI GEETA MUKHERJEE : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether some of the Calcutta Port Trust personnel and firemen were taken seriously ill after chlorine gas leaked from a cylinder at the office of the CPT Controller of Stores on Garden Reach Road on January 7, 1987 ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) On 7.1.87 when 4 chlorine cylinders declared to be empty were being removed from the Stores of the Port Trust, one cylinder started leaking Forty C.P.T. personnel were taken to the Hospital, out of whom eighteen were hospitalised. The discharge of all patients was completed by 18.1.1987.

Payment by Metro Authorities to State Government

1548. SHRI INDRAJIT GUPTA : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the West Bengal Government has not been paid the cost of laying tram tracks in the Bhowanipur area by the Metro Railway authorities ;

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

(c) whether it is also a fact that the State Government has decided to move the Court for the realisation of the sum from the Metro ; and

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

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) In terms of the Project Report for Metro Railway Calcutta, which was accepted by the West Bengal State Government, tram services are not required to be restored on the corridors which would be served by Metro Railway and hence no payment is due to the West Bengal State Government on this account.

(c) No communication to this effect has been received from the State Government.

(d) Does not arise.

Container Handling Facilities at Ports by Non-Resident Indians and Private Sector

1549. SHRI INDRAJIT GUPTA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government are considering a proposal of opening up container handling facilities at the ports to non-resident Indians as well as the private sector ; and

(d) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) The concept of using funds of the Private sector for the development of Port facilities has been accepted in principle.

(b) The details are yet to be worked out.

Proposal for Allowing Entry of Private Sector into Dredging

1550. SHRI INDRAJIT GUPTA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government are considering a proposal for allowing the entry of private sector into dredging ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) There is no ban on the private sector in participating in dredging works in the country. They are already allowed to do so.

(b) Question does not arise.

Demand for Passengers Shipping Service Between Haldia and Madras

1551. SHRI SOMNATH RATH : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether there is a demand from the public for a passenger shipping service between Haldia and Madras via Ports of Paradip and Gopalpur in Orissa ; and

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

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Director General of Shipping has reported that there is no such demand from the public.

(b) Does not arise.

Construction of Hostels for Women

1552. SHRI CHINTAMANI JENA : SHRI AMARSINH RATHAWA : SHRI D. L. BAITHA :

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

(a) the present hostel accommodation for women in Delhi and in other metropolitan cities ;

(b) whether the present accommodation is not sufficient and several women seeking jobs in those cities are forced to turn away for lack of an adequate and safe place to stay ;

(c) whether there is any proposal to construct more hostels for Women in all four metropolitan cities ; and

(d) if so, the details of hostels likely to be constructed during the Seventh Five Year Plan period in each city ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) Government of India has sanctioned grant-in-aid to voluntary organisations for the construction of 44 hostels for 3623 working women in the metropolitan cities as under :—

Sl. No.	City	Number of hostels sanctioned	Beneficiaries Working Women
1.	Bombay	12	1,098
2.	Calcutta	4	197
3.	Delhi	13	1,537
4.	Madras	15	791

(b) No survey has been conducted to ascertain the number of working women seeking hostel accommodation in the metropolitan cities. However, no specific case has been reported to the Government of India forcing of women being forced to turn away for lack of adequate hostel facilities.

(c) and (d) It is proposed to expand the programme during the Seventh Five Year Plan substantially. However, State/ Union-Territory-wise allocations are not made under the Programme. Government of India will consider further proposals on receipt of applications from voluntary organisations in the metropolitan cities through the concerned State Government/ Union Territory Administration,

Painkiller Drugs

1553. **SHRI ARIF MOHAMMED KHAN** : Will the Minister of **HEALTH AND FAMILY WELFARE** be pleased to state :

(a) whether Government have seen the press reports about certain commonly available painkiller drugs which are stated to be extremely dangerous and can cause even death ;

(b) if so, the reaction of Government to these reports ; and

(c) whether any study has been made about other dangerous side effects of these drugs ?

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

(b) On receipt of information about the inter-action of Dextropropoxyphene with Central Nervous System depressants like alcohol, tranquilizers which had appeared in the Western press, Government in the year 1978 and again in 1985 had through State Licensing Authorities asked the manufacturers of Dextropropoxyphene formulations to alert the prescribing doctors by giving necessary "warning note" and "precautionary statement" in the package insert and other promotional literature of Dextropropoxyphene formulations as has been asked in the developed countries like U.K. and USA.

(c) The reported side effects of Dextropropoxyphene and other similar drugs pertain to Central Nervous System depression when the therapeutic dose of the drug is exceeded or when concurrently other CNS depressant drugs like alcohol, barbiturates, tranquilizers, are taken.

Painkillers Containing "Dextropropoxyphene"

1554. **SHRI MOHD. MAHFOOZ ALI KHAN** : Will the Minister of **HEALTH AND FAMILY WELFARE** be pleased to state :

(a) whether Government are aware that certain companies manufacturing painkillers

containing the basis drug "dextropropoxyphene" are not inserting the warning note and other precautions on their packs as required by the Drug Controller of India ; and

(b) if so, the action taken to ensure implementation of the directives issued by the Drug Controller of India ?

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

(b) The firms marketing Dextropropoxyphene formulations not inserting the necessary warning note and pre-cautionary statement have been directed to act immediately on the direction and insert necessary warning and precautionary statement in the package insert/promotional literature of Dextropropoxyphene formulations manufactured by them. They have also been asked to explain the reasons for not abiding by the directives in this regard.

SAARC Workshop on Women

1555. **SHRIMATI BASAVARAJESHWARI** : Will the Minister of **HUMAN RESOURCE DEVELOPMENT** be pleased to state :

(a) whether the SAARC workshop on women which was held in Dhaka in January, 1987 has called for abolition of polygamy, polyandry and a ban on unilateral divorce ;

(b) if so, whether the workshop has made a number of other suggestions ;

(c) if so, how many of the suggestions have been examined by Government ; and to what extent they have been accepted ; and

(d) the steps being taken to implement them ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS & SPORTS AND WOMEN & CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) Yes, Sir.

(b) Yes, Sir.

(c) and (d) The Conference has been held very recently and the suggestions made therein relate to various Departments and Ministries of the Government of India. Some suggestions relate to amendments to personal laws of certain minority communities. The policy of the Government has been that any amendment to the personal laws of a minority community would be made with the initiative of that community.

As for the other suggestions, the following legislations, to mention a few, have already been enacted for raising the legal status of women :—

- (i) Equal Remuneration Act.
- (ii) Suppression of Immoral Traffic in Women and Girls Act, 1956 which has been twice amended in 1978 and 1986 respectively. The Act has now been renamed as Immoral Traffic Prevention Act.
- (iii) Child Marriage Restraint Act.
- (iv) Special Marriage Act, 1955.
- (v) Maternity Benefit Act.
- (vi) The Dowry Prohibition Act, 1961 which has been twice amended in 1984 and 1986 respectively.
- (vii) The Family Courts Act, 1984.
- (viii) The Criminal Laws (Amendment) Act, 1983 to deal stringently with rape cases and dowry deaths.
- (ix) Consequential amendment has been made in the Criminal Procedure Code, 1973, for making a new Section (Section 304 B) in the Code for dealing with the offence of "Dowry Death", following the Dowry Prohibition (Amendment) Act, 1986.
- (x) The Indecent Representation of Women (Prohibition) Act, 1986, has been passed in 1986.
- (xi) Hindu Succession Act, 1956, provides for equal share for the

mother, daughter, widow excepting in coparcenary property.

Apart from the afore-mentioned legislative measures, many administrative measures are also being taken for legal literacy, self-employment, training in skilled labour etc. etc. for women.

12.00 hrs.

[English]

PROF. MADHU DANDAVATE (Rajapur) : Mr. Deputy Speaker, Sir, I want to take up with you an issue which concerns Members of Parliament from both the sides of the House, on the day of the Budget MPs from both the sides were invited by the television authorities to express their views on the Budget. We accepted that. I told the interviewer that if this criticism of mine is not palatable it is better that you drop the interview altogether. But they have totally distorted our criticism and in some cases the operation leaders' interviews were dropped altogether. Sir, this is discrimination against those who criticise the policy of the Government and, therefore, I have given a privilege notice against the Minister for Information and Broadcasting.

MR. DEPUTY-SPEAKER : I will go through it.

PROF. MADHU DANDAVATE : I would like you to consider that.

MR. DEPUTY-SPEAKER : I will see.

MR. MADHU DANDAVATE : Please consider that.

MR. DEPUTY-SPEAKER : I will go through.

[Translation]

SHRI MOHD. MAHFOOZ ALI KHAN (Etah) : Some Station Masters have been sitting on hunger strike in front of the Rail Bhawan to press for their demands since 24th.

[English]

MR. DEPUTY-SPEAKER : On the Railway Budget, you can speak.

[Translation]

SHRI MOHD. MAHFOOZ ALI KHAN : At least they should be heard. The hon. Railway Minister is here. Out of them, 12 persons have been hospitalised and or two of them may die. You should hear them before they die.

[English]

MR. DEPUTY-SPEAKER : You have already spoken on this matter.

[Translation]

SHRI MOHD. MAHFOOZ ALI KHAN : At least you can send your representative there who may contact them to know what their demands are. They are on a hunger strike. It will be very unfair to them. They will die of hunger. At least you should hear the grievances of the Station Master.

[English]

PROF. MADHU DANDAVATE (Rajapur) : Let the Railway Minister make a Statement.

MR. DEPUTY-SPEAKER : On the Budget, you can speak anything. No, no I cannot direct.

SHRI AJOY BISWAS (Tripura West) : Sir, 198 rural bank employees have gone on strike.

MR. DEPUTY-SPEAKER : You can give in writing.

SHRI AJOY BISWAS : Their main demand is parity in pay-scales. I have given a Calling Attention motion.

MR. DEPUTY-SPEAKER : I will see. Please take your seat.

SHRI AJOY BISWAS : Please allow the Calling Attention motion.

MR. DEPUTY-SPEAKER : I will see.

[Translation]

SHRI VIJOY KUMAR YADAV (Nalanda) : I also wanted to say the same thing that rural bank employees are sitting on hunger strike,

[English]

MR. DEPUTY-SPEAKER : It is the same thing, I have already told. Now papers will be laid on the Table.

12.04 hrs.

PAPERS LAID ON THE TABLE

[English]

Annual Report of and Review on Betwa River Board, Jhansi, for 1985-86 and Annual Report of Narmada Control Authority.

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : I beg to lay on the Table—

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Betwa River Board Jhansi, for the year 1985-86 along with Audited Accounts.

(ii) A statement (Hindi and English versions) regarding (a) Review by the Government on the working of the Betwa River Board Jhansi, for the year 1985-86 and (b) showing reasons for delay in laying the papers mentioned at (i) above.

[Placed in Library. See No. LT-3013/87]

(b) A copy of the Annual Report (Hindi and English versions) of the Narmada Control Authority, New Delhi, for the period from 1st July, 1985 to 30th June, 1986 along with Audit Accounts.

[Placed in Library. See No. LT-3814/87]

Notification under Indian Railway Act.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): I beg to lay on the Table a copy of the Railways Red Tariff (Amendment) Rules, 1986 (Hindi and English versions) published in Notification No. G.S.R. 1054 in Gazette of India dated the 6th December, 1986 issued under section 47 of the Indian Railways Act, 1890.

[Placed in Library. See No. LT-3815/87]

Notifications under Merchant Shipping Act. Major port Trust Act and National Highways Act and Review on and Annual Report of Central Inland water Transport Corporation, Ltd. for 1985-86 and papers under Major Port Trusts Act.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): I beg to lay on the Table —

- (1) A copy of the Merchant Shipping (Payment of Expenses to witnesses) Rules, 1986 (Hindi and English versions) published in Notification No. G.S.R. 21(E) in Gazette of India dated the 7th January, 1987 under sub-section(3) of section 458 of the Merchant Shipping Act, 1958.

[Placed in Library. See. No. LT-3816/87]

- (2) A copy each of the following Notifications (Hindi and English versions) under sub-section(4) of section 124 of the Major Port Trusts Act, 1963 :—

(i) G.S.R. 1256(E) published in Gazette of India dated the 5th December, 1986 approving the Cochin Port Employees (Welfare Fund) Amendment Regulations, 1986.

(ii) G.S.R. 1257(E) published in Gazette of India dated the 5th December, 1986 approving the Kandla Port Employees' (Leave Amendment Regulations), 1986.

(iii) G.S.R. 1258(E) published in Gazette of India dated the 5th December, 1986 approving the Visakhapatnam Port Employees' (Allotment of Residences) Amendment Regulations, 1986.

(iv) G.S.R. 1259(E) published in Gazette of India dated the 5th December, 1986 approving the Kandla Port Employees' (Recruitment, Seniority and Promotion) Amendment Regulations 1986.

(v) G.S.R. 1260(E) published in Gazette of India dated the 5th December, 1986 approving the Cochin Port Employees' (Family Welfare) Amendment Regulations, 1986.

(vi) G.S.R. 1261(E) published in Gazette of India dated the 5th December, 1986 approving Visakhapatnam Port Employees' (Classification, Control and Appeal) Amendment Regulations, 1986.

(vii) G.S.R. 1289(E) published in Gazette of India dated the 17th December, 1986 approving the Mormugao Port Employees' (Grant of Conveyance Allowance) (First Amendment) Regulations. 1986.

(viii) G.S.R. 1290(E) published in Gazette of India dated the 17th December, 1986 approving the Bombay Port Trust Provident Fund (Amendment) Regulations, 1986.

(ix) G.S.R. 1297(E) published in Gazette of India dated the 20th December, 1986 approving the Kandla Port Employees' (General Provident Fund) Amendment Regulations, 1986.

(x) G.S.R. 1298(E) published in Gazette of India dated the 20th December, 1986 approving the Kandla Port Employees' (Festival Advance) Amendment Regulations, 1986.

(xi) G.S.R. 1313(E) published in Gazette of India dated the 24th December, 1986 approving the Cochin Port Employees' (Allotment of Residence) Amendment Regulations, 1986.

(xii) G.S.R. 1314(E) published in Gazette of India dated the 24th December, 1986 approving the Mormugao Port Employees' (Leave Travel Concession) (First Amendment) Regulations, 1986.

[Placed in Library. See No. LT-3817/87]

- (3) A copy of Notification No. S.O. 849(E) (Hindi and English versions) published in Gazette of India dated the 18th November, 1936 declaring the highway starting from Willingdon Island and terminating at Cochin on national highway No. 47 as a National Highway under section 10 of the National Highway Act, 1956.

[Placed in Library. See No. LT-3818/87]

- (4) A copy each of the following papers (Hindi and English versions) under sub-section(1) of section 619(A) of the Companies Act, 1956 :—

(i) Review by the Government on the working of the Central Inland Water Transport Corporation Limited for the year 1985-86.

(ii) Annual Report of the Central Inland Water Transport Corporation Limited for the year 1985-86 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-3819/87]

- (5) 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 Visakhapatnam Port Trust for the year 1985-86 together with Audit Report thereon,

(ii) Review by the Government on the Audited Accounts of the Visakhapatnam Port Trust for the year 1985-86.

[Placed in Library. See No. LT-3820/87]

(b) (i) Annual Accounts of the Tuticorin Port Trust for the year 1985-86 together with Audit Report thereon.

(ii) Review by the Government on the Audited Accounts of the Tuticorin Port Trust for the year 1985-86.

[Placed in Library. See No. LT-3821/87]

(c) (i) Annual Accounts of the Madras

Port Trust for the year 1985-86 together with Audit Report thereon.

(ii) Review by the Government on the Audited Accounts of the Madras Port Trust for the year 1985-86.

[Placed in Library. See No. LT-3822/87]

Minutes of consultations between Mr. Abdul Sattar Foreign Secretary of Pakistan and Mr. A.S. Gonsalves, secretary in the Ministry of External Affairs of India re concrete measures for de-escalation along the border.

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI EDUARDO FALEIRO) : I beg to lay on the Table Minutes (Hindi and English versions) of Consultations between Mr. Abdul Sattar, Foreign Secretary of Pakistan and Mr. A.S. Gonsalves, Secretary in the Ministry of External Affairs of India held at Islamabad from 27th February, to 2nd March, 1987 regarding concrete measures for de-escalation along border.

[Placed in Library. See No. LT-3823/87]

Annual Accounts and Audit Report of University of Delhi for 1985-86; Annual Report of and Review on Lalit Kala Akademi, New Delhi for 1985-86 of Indian Institute of Advanced Study, Shimla for 1985-86 etc.

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : I beg to lay on the Table—

- (1) A copy of the Annual Accounts (Hindi and English versions) of the University of Delhi, for the year 1985-86 together with Audit Report thereon.

- (2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT-3824/87]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Lalit Kala Akademi, New Delhi, for the year 1985-86 along with Audited Accounts,

[Shrimati Krishna Sahi]

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Lalit Kala Akademi, New Delhi, for the year 1985-86,

[Placed in Library. See No. LT-3824/87]

(4) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library. See No. LT-3824/87]

(5) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Institute of Advanced Study, Shimla, for the year 1985-86 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Institute of Advanced Study, Shimla, for the year 1985-86.

[Placed in Library. See No. LT-3825/87]

(6) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Council of Philosophical Research, New Delhi, for the year 1985-86.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Indian Council of Philosophical Research, New Delhi, for the year 1985-86 together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Council of Philosophical Research, New Delhi, for the year 1985-86.

(7) (i) A copy of the Annual Report (Hindi and English versions) of the Technical Teachers' Training Institute, (Western Region) for the year 1985-86 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Technical Teachers' Training Institute, (Western Region) for the year 1985-86.

(8) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library. See No. LT-3827/87]

(9) A Copy of the Annual Accounts (Hindi and English versions) of the Visva-Bharati, Saptiniketan, for the year 1985-86 together with Audit Report thereon.

(10) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above.

[Placed in Library. See No. LT-3828/87]

(11) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Council of Historical Research, New Delhi, for the year 1985-86 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Council of Historical Research New Delhi, for the year 1985-86.

[Placed in Library. See No. LT-3829/87]

(12) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Council of Social Science Research, New Delhi, for the years 1985-86 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Council of Social Science Research, New Delhi, for the year 1985-86.

[Placed in Library. See No. LT-3830/87]

(13) Two statements (Hindi and English versions) explaining the reasons for not laying the Annual Report and Audited Accounts of the Indian Institute of Technology, Kharagpur, for the year 1985-86 within the stipulated period of nine months after the close of the Accounting Year.

[Placed in Library. See No. LT-3831/87]

- (14) A statement (Hindi and English versions) explaining the reasons for not laying the Audited Accounts of the Indian Institute of Technology, Delhi, for the year 1985-86 within the stipulated period of nine months after the close of the Accounting year.

[Placed in Library. See No. LT-3832/87]

Notifications under Drugs and Cosmetics Act; Annual Report of and Review on Central Council for Research in Homoeopathy, New Delhi for 1985-86 etc.

THE MINISTER OF STATE IN THE
MINISTRY OF HEALTH AND FAMILY
WELFARE (KUMARI SAROJ
KHAPARDE): I beg to lay on the
Table—

- (1) A copy each of the following Notifications (Hindi and English versions) under section 38 of the Drugs and Cosmetics Act, 1940 :—

(i) The Drugs and Cosmetics (Third Amendment) Rules, 1986 published in Notification No. G.S.R. 1049(E) in Gazette of India dated the 29th August, 1986.

(ii) The Drugs and Cosmetics (Second Amendment) Rules, 1986 published in Notification No. G.S.R. 1060(E) in Gazette of India dated the 5th September, 1986.

(iii) The Drugs and Cosmetics (Fourth Amendment) Rules, 1986 published in Notification No. G.S.R. 1115(E) in Gazette of India dated the 30th September, 1985.

[Placed in Library. See No. LT-3833/87]

- (2) (i) A copy of the Annual Report (Hindi and English versions) of the Central Council for Research in Homoeopathy, Delhi, for the year 1985-86 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Central Council for Research in Homoeopathy, New Delhi, for the year 1985-86.

- (3) A Statement (Hindi and English version^a) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library. See No. LT-3834/87]

- (4) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Health and Family Welfare New Delhi, for the year 1985-86.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the National Institute of Health and Family Welfare, New Delhi, for the year 1985-86 together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Institute of Health and Family Welfare, New Delhi, for the year 1985-86.

- (5) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (4) above.

[Placed in Library. See No. LT-3835/87]

- (6) (i) A copy of the Annual Report (Hindi and English versions) of the Gujarat Cancer and Research Institute, Ahmedabad, for the years 1984-85 and 1985-86.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Gujarat Cancer and Research Institute, Ahmedabad, for the year 1985-86 together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Gujarat Cancer and Research Institute, Ahmedabad, for the years 1984-85 and 1985-86.

[Placed in Library. See No. LT-3836/87]

- (7) A copy of the Annual Accounts (Hindi and English versions) of the Indian Council of Medical Research, New Delhi, for the year 1985-86 together with Audit Report thereon.

- (8) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library. See No. LT-3837/87]

[Kumari Saroj Khaparde]

- (9) (i) A copy of the Annual Report (Hindi and English versions) of the National Board of Examinations, New Delhi, for the year 1985-86 along with Audit Accounts.
(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Board of Examinations, New Delhi, for the year 1985-86.

(iii) A statement (Hindi and English versions) regarding Review by the Government on the Audited Accounts of the National Boards of Examinations, New Delhi, for the year 1985-86.

- (10) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (9) above.

[Placed in Library. See No. LT-3838/87]

- (11) (i) A copy of the Annual Report (Hindi and English versions) of the Institute of Post Graduate Teaching and Research, Gujarat Ayurved University, Jamnagar, for the year 1985-86 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Institute of Post Graduate Teaching and Research, Gujarat Ayurved University, Jamnagar, for the year 1985-86.

- (12) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (11) above.

[Placed in Library. See No. LT-3839/87]

- (13) A statement (Hindi and English versions) explaining the reasons for not laying the Annual Report and Audited Accounts of the Vistwayatan Yogashram, New Delhi, for the year 1985-86 within the stipulated period or nine months after the close of the Accounting Year.

[Placed in Library. See No. LT-3840/87]

- (14) A statement (Hindi and English versions) explaining the reasons for not laying the Annual Report and Audited Accounts of the General Council for Research in Yoga and Naturopathy, New Delhi, for

the year 1985-86 within the stipulated period of nine months after the close of the Accounting Year.

[Placed in Library. See No. LT-3841/87]

- (15) A statement (Hindi and English versions) explaining the reasons for not laying the Annual Report and Audited Accounts of the Central Research Institute for Yoga for the year 1985-86 within the stipulated period of nine months after the close of the Accounting Year.

[Placed in Library. See No. LT-3842/87]

12.06 hrs.

COMMITTEE ON PUBLIC UNDERTAKINGS

Fourteenth Report and Minutes

[English]

SHRI K. RAMAMURTHY (Krishnagiri): I beg to present the Fourteenth Report (Hindi and English versions) of the Committee on Public Undertakings on Air India-Workings Results and Traffic Growth and Minutes of the sittings of the Committee relating thereto.

12.6-1/2 hrs.

STATEMENT RE SUMMIT MEETING OF THE AFRICA FUND

[English]

THE MINISTER OF EXTERNAL AFFAIRS (SHRI NARAYAN DATT TIWARI): Members are aware that a Summit Meeting of the AFRICA FUND took place in Delhi on the 24th and 25th January, 1987. The Summit was attended by the Presidents of Algeria, Congo, Peru, Yugoslavia, Zambia and by the Prime Minister of Zimbabwe. Nigeria was represented by Rear Admiral Augustus Alkhomu, Chief of General Staff. The President of Argentina was unable to attend himself and was represented by a Special Representative.

The Heads of State of Government at the Summit Meeting re-affirmed their grave concern at the deterioration of the situation in Southern Africa arising out of the unabated practice of the pernicious system of apartheid by the racist Pretoria regime. It had spurned the repeated calls made by the international community to dismantle apartheid and had instead stepped up its oppression and subjugation of the disenfranchised and dispossessed people of South Africa. As the Members are aware, the depredations of apartheid are not confined only to South Africa and Namibia. South Africa has intensified its campaign of intimidation, blackmail, destabilisation, economic disruption and even blatant military aggression against the neighbouring states.

The Heads of State or Government at the Summit Meeting issued an Appeal to the universal conscience for urgent, concerted and resolute action for the complete dismantling of apartheid. They called upon all nations of the world, international financial and other organisations, non-governmental organisations and individuals to contribute generously to the Fund in demonstration of their un-flinching solidarity with the struggle against apartheid.

The Summit also adopted a plan of Action for the Fund which provides for specific measures to strengthen the economic capability of the Frontline States, to assist them in enforcing sanctions against South Africa and to effectively withstand any retaliatory action by the racist regime; it also sets out measures to support the liberation movements in South Africa and Namibia. The plan of Action has identified the priority areas where urgent assistance is required, and wherever feasible, cost estimates have been provided. The Plan of Action is a projection of what the Fund aims to do and will be refined further as complete details of projects become available. The broad areas where the Fund would act include :—

- (i) Measures to relieve shortages of essential commodities consequent upon enforcement of sanctions against South Africa, including establishment of a strategic release reserve ;

- (ii) To strengthen the transport and communications affected by the struggle against racism ;
- (iii) To respond effectively to the negative trade effects of action against the South African regime ;
- (iv) To ensure the continued availability of oil and other forms of energy ;
- (v) To assist in ensuring safe functioning of vital economic installations and network ;
- (vi) To develop human skills for effective management of national economics ;
- (vii) Rehabilitation of migrant labour expelled from South Africa ;
- (viii) Support to the liberation movements in South Africa and Namibia.
- (ix) Mobilisation of public opinion and financial resources.

The Summit also adopted the Rules of Procedures for management and operation of the AFRICA Fund. A sub-committee of the whole with Zambia as Chairman has been provided for screening of projects and evaluation of recommendation made by national executing agencies. The State Bank of India will maintain the accounts of the Fund. In addition to contributions in convertible currency, provision is also being made for receiving donations in rupees from the Indian public.

The Fund will mainly concentrate on emergency requirements of front line States related to the struggle against apartheid. It will work closely with the regional organisations such as SADCC which is already engaged in long-term economic development programmes.

India is also simultaneously engaged in cooperating with the countries in Africa through a variety of measures as part of our bilateral programmes.

We all have a moral responsibility to see that apartheid is eradicated. Until then,

[Shri Narayan Dutt Tiwari]

happens, and to facilitate that end. the Summit has appealed for the extension of all possible material support to the Front-line States. It is in this spirit that on behalf of the Government and people of India, PM has announced our contribution of Rs. 50 crores (equivalent of US \$ 40 million) over a 3-year period to the AFRICA Fund. Nigeria has also announced a contribution equivalent to US \$ 15 million over a period of three years and Peru and Algeria US \$ 10 million each. Other countries have indicated that they will be making generous contributions. As such the Fund has got off to a flying start with approximately US \$ 70 million.

A number of Governments and organisations have shown keen interest for cooperating with the AFRICA Fund. The Prime Minister has written to all Heads of State or Government forwarding a copy of the Appeal and the Plan of Action.

PROF. MADHU DANDAVATE (Jajpur): I suggest a discussion under Rule 193 on this Statement.

MR. DEPUTY-SPEAKER : You give notice ; I will consider.

12.09 hrs.

MATTERS UNDER RULE 377

[Translation]

- (1) Financial assistance to Orissa Government for construction of a flyover at Jajpur-Keonjhar road railway station

*SHRI ANADI CHARAN DAS (Jajpur) : Sir, Jajpur-Keonjhar Road is an important railway station in Orissa. The Railway line intersects the link road connects national highway No. 5 at Panikoli. Every day thousands of trucks carrying iron ore from Gandhamardan area of Keonjhar district ply on this road. In addition to this, many other vehicles ply on this road every day. On the other hand,

*The speech was originally delivered in Oriya.

goods trains, passenger trains and express trains pass through the railway line every ten to fifteen minutes. In such a situation, thousands of vehicles keep waiting on both sides of the road. This is creating heavy traffic congestion at Jajpur-Keonjhar Road causing great inconvenience to the vehicular traffic as well as the public. Therefore, it is necessary to construct a flyover at the level Crossing of that railway station. This will provide a great relief to everybody and will go a long way in avoiding the frequent accidents.

It is regrettable that the fly over has not been constructed despite repeated demands. The Government of Orissa is financially not sound enough to bear the cost of the fly-over. As such, I demand that a fly-over is constructed at Jajpur-Keonjhar Road station during the 1987-88 financial year.

- (II) Financial assistance to Rajasthan Government to meet the drought situation in the State, particularly in Rohat tehsil of Pali district.

SHRI MOOL CHAND DAGA (Pali) : Mr. Deputy Speaker, Sir, Rajasthan has been facing drought for the last four years in succession and the situation, particularly in the Western Rajasthan, is very pitiable and deplorable from every point of view. People are not getting employment there. Very few people are engaged in the drought relief works.

Economically, the condition of Rajasthan has become worse. Very few relief works, particularly in the Pali district, have been undertaken. Thousands of people are facing starvation and the cattle are dying daily for want of water and fodder. There is an acute shortage of drinking water. In many villages there is no drinking water. Thus the people have neither employment nor have then fodder for the cattle. The farmer is heart-broken. The condition of agricultural labourer is even worse. Thefts and dacoities have started taking place in the villages. The officers at the helm of affairs in the Government do not go to the villages. The condition in the Pali district and particularly in the Rohat tehsil is continuously deteriorating and in the absence of relief works and fodder for the animals, the situation is causing concern.

I would like to draw the attention of the Government towards this situation and hope that the Government would provide funds to implement the rural employment scheme and other schemes meant for alleviating the poverty and will also make available opportunities for employment there. The Rajasthan Government should provide more funds to start relief works. The State Government should make arrangements for fodder otherwise the livestock will perish.

[English]

- (iii) Need to protect the Padhanpat forest in Orissa and develop it as a wild life sanctuary.

SHRI SRIBALLAV PANIGRAHI (Deogarh) : Deogarh town in Orissa situated on the National High way No. 6 in the midst of forests and hills with Padhanpat fall is a beauty spot in the State. Large number of tourists from different part of the country visit this place to enjoy nature. But it is a matter of regret that necessary tourist facilities are yet to be provided there. Secondly, probably due to depletion of forests in the catchment area and regular fire accidents, the volume of water of the stream is gradually getting reduced causing concern in all the quarters. If this is not averted, not only the beauty of the place will be seriously affected but also drinking water will pose a problem in this town.

What is therefore required is protection of the Padhanpat forest with emphasis on large scale plantation of the special species required for the purpose and developing it as a wild life sanctuary, so that the beautiful environment of the area could be maintained deserving a proper place in the tourist map of the country.

In view of the importance of this project and the paucity of funds of the State Government, I would request the hon. Minister of Forests and Environment, Government of India to please consider this matter sympathetically.

[Translation]

- (iv) Demand for an Ayurvedic Research Institute in Khalilabad district of U.P.

DR. CHANDRA SHEKHAR TRIPATHI (Khalilabad) : Mr. Deputy Speaker, Sir,

the country has made much advancement in the field of medical science. But if one says that only Allopathic system of Medicine has made progress and the ancient medical system of the country has deteriorated, nobody can deny this. In comparison to the propagation abroad of medicines prepared with the herbs of our country, the use of these herbs in the Ayurvedic medicines in our country has been much less in spite of their availability here. Herbs are found in large quantities in Basti, Gonda, Gorakhpur, Bahraich and in the Jungles and hilly areas of districts adjoining the border of Nepal. I think that if research is conducted on the use of herbs, the people of this area, which is backward from the point of view of Allopathic System of Medicine, will be able to get cheaper and safe medicines and the poor people will also be able to get treatment. In the districts which have been mentioned above, there are not sufficient numbers of allopathic hospitals and dispensaries where people may get treatment. In case, some one falls seriously ill, he has to be taken only to Varanasi which is beyond the means of a common man.

Taking these circumstances into consideration I would like to request the hon. Minister that to make available medical facilities in the backward districts of eastern U.P., an Ayurvedic Research Institute may be set up in Basti in Khalilabad district so that the available herbs are utilised in the preparation of Ayurvedic medicines and the poor people may get medical facility there.

- (v) Need to provide security to Shri Sunil Dutt, M.P., who is on a Peace March to the Golden Temple, Amritsar.

SHRIMATI VIDYAVATI CHATURVEDI (Khajuraho) : Mr. Deputy Speaker, Sir, it has been reported in the newspapers that the terrorists have threatened to stop Shri Sunil Dutt, M.P., who is on Padyatra for the cause of peace and national unity which will terminate at the Golden Temple, from entering the temple and also to kill him. I demand that arrangements should be made to protect his life.

[English]

- (vi) Demand for news telecast in regional languages instead of in Hindi over T.V. in the morning session.

SHRI P. KOLANDAIVELU (Gobichettipalayam) : The Doordarshan has introduced 'Break-fast T.V.' from February 23, 1987 onwards in which they have introduced the Hindi news Bulletin for ten minutes in the morning. It is suggested that a News Bulletin in the regional languages be telecast instead of the Hindi News on the morning T.V. for the benefit of the people of the non-Hindi speaking States like Tamil Nadu, Karnataka, Kerala and West Bengal.

- (vii) Demand for books on freedom movement, on life of National Leaders etc. also in Nepali and other Indian languages not included in the Eight Schedule of the constitution.

SHRIMATI D K. BHANDARI (Sikkim) : The Union Government publishes books on various subjects in languages which are included in the Eighth Schedule of the Constitution. This work is mostly done by the Publications Division of the Information and Broadcasting Ministry. There are books published on the freedom movement, on the life of the national leaders on flora and fauna and on the art and culture of the country. Such books help to inculcate in the minds of the people the feeling of Nationalism and Indianness. Through these books one can peep in to the cultural heritage of the country. Unfortunately, not a single book has been published in other Indian languages which have not found place in the Eighth Schedule of the Constitution. Nepali is one of these unfortunate languages. There is not a single book published by the Publications Division in Nepali and in other such languages even on the freedom movement or on the lives of our great national leaders like Mahatma Gandhi, Jawahar Lal Nehru, Rajendra Prasad and Indira Gandhi. Thus a large chunk of the people has been left out from the opportunity to know about our great national heritage. I would, therefore, request the Government that books should also be published in Indian languages other than those mentioned in the Eighth Schedule of the Constitution.

- (viii) Need to provide more EMU rakes for Bombay Suburban Railway train.

SHRI S.G. GHOLAP (Thane) : It is a fact that approximately 2.5 million commuters

travel by Western Railway and 2.7 million by Central Railway daily. During the preceding decade, the commuters' traffic had been increasing at the rate of 10% per annum. In the absence of matching capacity having been created for carrying commuters, considerable gap between the demand and capacity has resulted. Consequently, there is very heavy over-crowding on suburban trains, particularly during peak hours. The EMU rakes have a capacity of seating about 900, but more than 3500 commuters travel by these rakes during peak hours.

Therefore, it is requested to the Minister that he should look into the problem and should provide more rakes for Bombay suburban railway trains.

It is further submitted that the only solution for over-crowding of trains is to run 12-car rakes instead of 9-car rakes, and it has actually been started to run on experimental basis only. People of the area are satisfied with the system of 12-car rakes and, therefore, 12-car rakes system should be accepted as permanent one; and for that purpose, more EMU rakes should be provided immediately.

12.21 hrs.

RAILWAY BUDGET, 1987-88— GENERAL DISCUSSION—*CONTD*

[English]

MR. DEPUTY-SPEAKER : Now we take up further general discussion on the Budget (Railways) for 1987-88.

There are only two hours left, including the time for Minister's reply, according to the time allotted. If I have to give a chance to every Member who has given his name, your cooperation is needed. So, please focus on the points while making your speech. Otherwise, how can I accommodate everybody? (*Interruptions*) Even by extending the time by one hour, it cannot be done. There are 50 Members in the list. So, please be to the point. If you have something more to say, during your speech on the General Budget you can say that more funds should be allotted to Railways.

Now Shri Anoopchand Shah.

[Translation]

SHRI ANOOPCHAND SHAH (Bombay North): Mr. Deputy Speaker, Sir, I would like to convey my thanks to the hon. Minister of State of the Ministry of Railways, Shri Madhavrao Scindia, for presenting a progressive Railway Budget. I would also like to say that there are some problems relating to Bombay and the suburban trains in Bombay which I would place before the Railway Minister. On a point referred to by the hon. Minister in his speech, a number of telegrams and letters have been sent to us by the people of Bombay. He has said that the responsibility of urban transport lies with the State Government and the local corporation and in this way he has absolved himself of the responsibility. The people, particularly the people of Bombay suburban, have expressed their strong reaction that the Railway Minister and the Central Government want to absolve themselves of the responsibility of looking after the needs of suburban railways and of providing facilities to the suburban commuters and want to pass on their responsibility to the State Government and the local bodies. It is true that you want that the State Government and the local bodies should contribute and share responsibility with you on cost sharing basis but ultimately it is the responsibility of the Central Government. The State Government and the Corporation cannot take any action and lead in this regard. Therefore, if you want to solve some problem concerning the urban transport, you should consult the State Government, local bodies and the representatives of Bombay in the Lok Sabha and Rajya Sabha and then try to find out solution to the problem and for this a conference of the Railway Board and the General Managers of Central Railway and the Western Railway should be called at the earliest and a solution be found in regard to the cost sharing basis. This is my suggestion.

12.24 hrs.

[SHRIMATI BASAVARAJESWARI
in the Chair]

Last year we have exported EMU's coaches to other countries. If it is a fact, I would like to know why such export has

been made when there is a great demand of these coaches in the Bombay Suburban. We should be provided maximum EMU's coaches. Only then you can provide better transport facilities to the commuters. But EMU coaches have not been provided to the Suburban section in Bombay and some coaches have been exported. I hope that you will clarify the matter in the House so that we may also be able to place the factual position before the people of Bombay.

Thirdly, you have stated in your speech that all the suburban trains in Bombay are running in losses and they have to be heavily subsidised. Shri Shanta Ram Gholap, Shri Dighe and all other Members of Parliament from Bombay have spoken on this point. But we can not prove whether the suburban trains in Bombay are running in losses or in profit. This you cannot state because you have no separate account of it. I can challenge you that if you want to show the correct position as to whether these services are running in profit or loss, a separate suburban zone may be formed in which all the suburban services of the Western Railway and Central Railway may be included. By doing so, you will be able to know within one year whether these services are running in losses or in profit. I think you have used this word in your speech, "most of suburban services" and you have not said "all suburban services". Therefore, I think that you also agree that the Bombay suburban services do not run in losses. Rather they are running in profit. I would suggest that a suburban division or a separate zone may be formed for the suburban services of Bombay. This will make the entire position clear.

We also demand that more EMU coaches should be provided to the suburban railways of Bombay because present railway lines or the existing stations do not have so much capacity as to absorb more commuters than the present ones. Therefore, there is only one solution that more 12-coach-trains should be run. At present, one pair of a train in the Central Railway and one pair in the Western Railway are running and they are making 6 trips each up and down. If you provide more coaches, then we will be able to run more than one train of 12 coaches.

[Sbri Anoopchand Shah]

I would also request that instructions should be issued to the Railway Board that survey should be carried out of all the suburban stations where there is possibility of constructing platform for a 12-coach train and provision for construction of platform should be made after conducting survey in the suburban Central Railway and the Western Railway of Bombay.

Besides, the overbridges that you have taken up for construction are going to be completed. I do not know whether your officers and the officers of the local bodies meet and discuss together these matters or and whether our Members of Parliament have got due representation in the Suburban Users Consultative Committee, DRUC, ZRUC and other committees of the national level. At present, a member who is in the Suburban Railway Users Consultative Committee wants that his suburban train should not be cancelled. If we want to extend suburban train from Andheri to Borovalli, the member representing Andheri tries to stall it. You should, therefore, ensure that the members of the Railway Users Consultative Committee should work keeping in view the interests of the whole division and the suburb. At present, there is no proper representation in the Committees. Therefore, I would like that instructions may be issued to the General Managers of the Central Railway and the Western Railway to hold meetings with the local M. Ps, particularly to solve the problems suburban trains of Bombay. We are bringing these small matters before you because no one listens to us there. The railway officers do not bother. I would again request you to give instruction to G. Ms of the Western and the Central Railways to periodically call the meeting of the Members of Parliament and hold discussions with them so as to solve the problems of suburban trains in Bombay.

I hope that you will try to solve the problems keeping in view the few suggestions which I have placed before you. In the end, I would once again convey my thanks to you for presenting a surplus Budget and hope that a part of it will be spent on the improvement of suburban trains.

[English]

SHRI AJAY MUSHRAN (Jabalpur): Thank you for calling my name, Madam, because my pre-delivery period has been too long. I hope that the delivery of my speech will also be uninterrupted by you.

MR. CHAIRMAN: Only five minutes, We have agreed that each Member will take only five minutes.

SHRI AJAY MUSHRAN: I stand to support the Railway Budget which has been put across by the Railway Minister. There is no doubt that while presenting the Budget he has shown a very clear headed farsightedness and a definite desire to take the Railways into the modern age. I will also like to congratulate the Prime Minister for selecting a Railway Minister who has been able, for the first time to make the Railway people realise that they are a family and not a mercenary force. I am very glad that for first time this spirit is very exhibitivie in all the functions of various departments and at various places where they deal with the men, public and with every body. There is no doubt that the budget fully encompasses the requirements of modernisation, electrification and replacement of old tracks or bogies or wagons, and even the new trains have been introduced in spite of the fact that the money is always a constraint.

The honourable Railway Minister deserves particular congratulations for having included war widows by giving them 75 per cent concession. I hope, this concession will also be given to those widows of the Army, Navy and Air Force whose husbands have laid their lives not in actual war but in actual service, in these areas where they serve without their family.

He also deserves congratulations for promotion of sports. And while we are talking of sports, it has been our experience that once a sportsman has done his bit he goes not into the history but into the oblivion. I may make one of my suggestions here, that among the trains which the Railway Minister has declared at page 6 5 of his speech in paragraph 6.2.1, one of them should be named after P.T. Usha, one of the new trains which you are starting particularly from the area where she belongs

to, because that will be a very great incentive for people who excel in sports to be brought into history.

I am also very happy that he has not forgotten to promote progress through Railways in those areas which have always been neglected. Most of my honourable friends here have charged him with giving more than what Madhya Pradesh deserves. Very few of us know that Madhya Pradesh has always been a most backward State so far as the development of Railways was concerned.

SHRI MURLI DEORA (Bombay South): That is why the Minister is there from Madhya Pradesh.

MR. CHAIRMAN: Please do not interrupt him. Let him continue. Do not interrupt.

SHRI AJAY MUSHRAN: Do not make my delivery difficult.

MR. CHAIRMAN: You continue, Mr. Ajay Mushran. You are already losing your time.

SHRI AJAY MUSHRAN: Madam, through all statistics, which I do not want to state because you have given me about five to ten minutes only...*(Interruptions)*

MR. CHAIRMAN: Not ten, only five minutes please.

SHRI AJAY MUSHRAN: But I can assure you, that State by State, Madhya Pradesh was the most neglected. Thus, with this understanding that he belongs to Madhya Pradesh and as a Madhya Pradesh and particularly belonging to the centre of not only Madhya Pradesh but the whole country I can only assure that he deserves all congratulations for making new trains available.

My other colleagues have always been charging him that he has been partial to Madhya Pradesh. Now, if a train going from East to West or North to South has to pass through the Centre, we cannot help it, unless of course he can devise in the twenty-first century some system where a train can jump across Madhya Pradesh and enter the other areas of the country. He has got to go through Madhya Pradesh and therefore whatever trains he is giving, from East to West and North to South, if they

pass through Madhya Pradesh, I am sure my friends will continue to feel jealous.

I have got a few suggestions which I will put across. We have got a safety performance review for 1985-86. This deals with certain figures that are given on page 8—train accidents and their causes. This shows that in most of the accidents the staff is to be blamed. I am not saying that they are to be blamed and they should be punished because I am very sure that the investigations are being done and they are being punished. The point which I want to make here is that this also shows that their on-the-job training requires to be looked into. I am very sure, the hon. Railway Minister will, in his speech, throw some light as to what is being done so that they are trained on the job because there are some categories of railway personnel, who, because of their reservations, come to a much higher grade of driver or chargeman or guard much quicker than normally they would have become had they not been in the reservation.

Talking about passenger amenities, we have got here the year book of 1985-86. This deals with the passenger amenities. I am very impressed by these figures. And every one of us has said that there has been a definite improvement about drinking water facilities, catering facilities, hygienic conditions both in trains as well as on the platforms. I only wish to make one point because I had the fortune of seeing particularly all railways as a member of the Estimates Committee, that when a train reaches the platform particularly of stations which are not big junctions, the train occupants i.e. passengers in train should be treated as *baratis* and the entire staff from Station Supdt., Station Master, electrician, sweeper to all the people who are possibly required, should be present so that when the train develops some defects when it has left the last station, that can be set right. There are a lot of examples where the passengers have to run here and there to get the concerned persons in the event of some defect. But this system of their being available, will definitely improve further the image of the railways.

Talking about the amenities I would also like to talk about safety and security of

[Shri Ajay Mushran]

lady passengers. Invariably it has been found that there is a policeman on duty at the station. But he is not found when the train is there. It is suggested that he should also be a member of this barat reception committee and if he positions himself before the ladies compartment, then the local Romeos do not get the chance to hover around that compartment and make the life of ladies miserable.

Now, I come to a very few demands of my constituency. One is an old demand for establishing a zonal headquarters at Jabalpur. Technically and administratively the Railway Board had recommended Jabalpur only to be the zonal headquarters. But there has been some delay because of other than administrative reasons. I hope, this could be expedited.

The hon. Minister has declared that in the year 1986-87 7000 quarters are going to be ready and another 7000 quarters will be ready by 1987-88. These quarters are very much required as much in other areas as in Jabalpur because some of these railway colonies have definitely lived of their age. Particularly in Kanti Junction where 5000 to 7000 railway personnel live, not more than 15 per cent of railway accommodation is available whereas railway accommodation is available practically at all the other stations in the ratio of 25 per cent. So, we should get some quota.

There is a 30-bedded hospital in Katni which has got insufficient number of doctors. This should be looked into. We saw some of the finest hospitals in the country belonging to railways. The railway hospital at Jabalpur, the railway hospital in Madras, the railway hospital in Calcutta will put any other hospital of the Health Department to shame. I have no hesitation in congratulating the Minister for this. If the same standard is brought into this 30-bedded hospital also shall be glad.

Then, there is a small demand. There is a shuttle which goes from Jabalpur to Itarsi. I request that this should be extended up to Bhopal.

There is another train which runs from Bina to Itarsi. This should be extended to Bhopal. Out of these two trains, one should be extended up to Bhopal so that the people

from Mahakaushal region who go to the State capital, can go by this train, reach there in the morning, finish their job and come back home.

My next point is that there are quotas of various berths from stations, particularly from Katni. Katni as the Centre of India. All trains going from North to South and from East to West pass through Katni, and there are large number of people.....

(Interruptions)

AN. HON. MEMBER : He is making local demands.

SHRI AJAY MUSHRAN : No, all India passengers are stranded there. If somebody is going from North to South, he has to go via Katni. So, if the quota is extended, it can be made use of by all of us, all Indians. This is from the national point of view.

I am grateful that he has included Jabalpur as one of the model stations, which are going to come up, but I am sure, he will consider including Katni also because Katni is the focal point of the country and he must give a special sanction for making Katni as the model station.

MR. CHAIRMAN : Please conclude now. You have already taken more than five minutes.

SHRI AJAY MUSHRAN : He has started a very good train for all passengers of Vidarbha region which goes from Bilaspur to Bhopal via Nagpur. If twice a week this train could be passed through Jabalpur, then we can also get the facility of this train.

I am very glad that you gave me little more than five minutes. In the end I would like to congratulate him again. Actually, the speech which I had prepared before he presented the Budget was something very different. So, I had to re-do the whole thing. I found in his Budget no point where I could show any dissatisfaction because there was no dissatisfaction. I congratulate him and I am sure that he will consider some of our local demands. Thank you very much. I once again support the Railway Budget.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Can he give me the draft of his speech ?

MR. CHAIRMAN : He wants the draft. You can pass on to him.

[Translation]

SHRI SHAMINDER SINGH (Faridkot):
Madam Chairman, as compared to the previous years' Railway Budgets, this year's Railway Budget has been presented with a reformative outlook in the Railways which has been commended by the hon. Members from all sides. Its credit goes to the hon. Minister though the Railway Ministry is the biggest Ministry among all the Ministries. There are certain shortcomings also in it towards which I would like to draw the attention of the hon. Minister.

In the first instance, drawing the attention of the hon. Minister towards Jalandhar, which is being developed into a model station, I would like to request that if he wants to develop any station in Punjab into a Model station, then first of all it should be Shri Amritsar Sahib. If you develop two Model stations there, then Jalandhar may be one of the two. But if only one station is to be developed, then it should be Shri Amritsar Sahib.

Secondly, the hon. Minister has said that as compared to the previous years, 21 per cent more goods have been loaded this year and it will be increased further. But I feel that you were able to achieve this target only because the railway employees worked well. If the railway employees did a commendable work as a result of which you were able to load 21 percent more goods, then they should be paid bonus for this or some other incentive should be given to them and they should be commended. If due to their idleness and inactivity in the previous years performance was not good, then those who were responsible for this should be punished suitably.

The hon. Minister has said that between the departure and arrival of the two trains there is not much time left. In this connection, I would suggest that two engines may be attached with each train instead of one. Just try and see so that where they run with 30 or 40 wagons, let them run with 80 wagons and pass within 2 minutes. This will facilitate smooth traffic.

There is one more point Thermal Power Plants are very much essential for India's progress and reports keep on pouring from different places that such and such thermal plant has suffered losses for want of coal and there is no rake for loading coal. This difficulty is always there. You might also be reading this in the newspapers. There should be arrangements for rakes as per the requirement of thermal plants to channelise this system.

Every year labourers from U.P. and Bihar come to Punjab during harvesting season. These people sit on the roofs of the coaches for want of accommodation in the train. I would request in this connection that people should not travel on roofs in our country and some arrangements should be made so that they can sit comfortably in the compartments and reach their destination. In this connection I would like to say that a survey should be made to ascertain the number of labourers who migrate to Punjab during season days. Accordingly special trains should be introduced. There should be relief camps for them, if not permanent at least temporary, to stay at the railway stations till trains are available for them.

For defence purposes many trains have been cancelled in Punjab. People have been facing lot of difficulties due to this. Now that an agreement has since been arrived at, you can very well restart them. Previously buses used to ply for 20 hours in 24 hours but now they ply for 12 hours only. Due to reduction in plying of buses by 8 hours, people are already facing a lot of difficulties. Now due to cancellation of trains the difficulties have increased manifold. Previously there used to come 4 trains but now it is only one. As a result of this the passengers have been facing great hardship. These who have no money for reservation are put to hardship even more. Therefore, I would request the hon. Minister to restart the cancelled trains at the earliest.

There is one train called the Janta Express which starts from Ferozepur. Chair car facilities may please be provided in it. More coaches may be attached to

[Shri Shaminder Singh]

the other night trains for the convenience of these who are not able to pay for the reservation so that the poor people can travel comfortably.

Madam, there is no direct train for Delhi from Moga. Moga is a very big city of Punjab. About one and a half lakh people live there but there is no direct train from there to Delhi. People have to come either to Ludhiana or to Kotkapura for reaching Delhi from Moga. I would, therefore, request the hon. Minister that a train must be introduced connecting Moga to Delhi so that passengers can reach Delhi from Moga direct.

Madam, Chandigarh is the most beautiful city in Asia, Ludhiana is the largest industrial town in northern India. There is only a 100 kilometer rail link from there to Chandigarh. There has been a consistent demand for this line for the last 20 to 30 years in the Parliament but it is not understood why the hon. Railway Minister is not paying any attention towards it. Attention must be paid to it. A survey should be made. There should also be an overbridge there. A big road runs from Shri Gangagar to Chandigarh. 300 buses pass over it within a span of 12 hours and the level crossing is inside the town and it is within the shunting yard. Due to shunting, it remains closed for hours together. An over-bridge should be constructed over it or arrangement for a sub-way should be made as early as possible because the inconvenience caused by it involves people of three States right from Sriganaganagar to Chandigarh. This difficulty may please be removed early.

There is one more thing. If we go to railway stations, we find that our soldiers remain seated on their luggage. Many a time it is seen that though it is written on the Compartments "Reserved for Military Personnel", the seats therein fall short of them and they do not get them. I am of the view that some thing better for the soldiers should be done.

SHRI AJAY MUSHRAN: This is the first good thing that you have said.

SHRI SHAMINDER SINGH: I think the hon. Railway Minister that he has brought about an appreciable change in the Railways and with the blessings of the God the hon. Minister will make the railways far better as compared to the past years. All our good wishes are with him.

SHRIMATI VIDYAWATI CHATURVEDI (Khajuraho): Madam Chairman, keeping the time factor in view, I request you that there should be no injustice to me in the matter of going time to me because all hon. Members have been speaking for 15 minutes each.

I support the Railway Budget presented by the hon. Minister and I admit that it is a development oriented budget. In fact, the record set by the Railways for achieving its target without increasing the freight charges and without increasing the fare and by meeting challenges is in itself commendable.

Similarly, he has also not increased the fleet but 21.6 million tonnes more goods as compared to the previous year have been loaded during the current year, which 9.4 million tonnes more than its target. It is the efficiency of the management. Alongwith it, our Railways have broken the world record. Rather I would say that we have left behind even the developed countries. For this congratulate all the Railway employees, big and small alike, and above all, I congratulate our hon. Minister of the State under whose guidance and leadership this work could be executed. He deserves congratulations for this. During the few years just before independence, railways were known as a profit making establishment but they were running at loss for some decades now. Now this Department has again tried to become a profit-earning body. I hope that there will be more profit in future so that the old reputation of the Railways may be maintained.

As has been said in the Budget, Rs. 1350 crores will be debited to the Depreciation Reserve Fund next year which will be Rs. 100 crore more than the current year. All this will be done through mobilisation of internal resources. An amount of

Rs. 350 crores has also been provided for pension, which in itself is very important. Total expenditure will be Rs. 7,550 crore out of which Railways would get a profit of Rs. 69 crore after paying a dividend of Rs. 652 crores toward Revenue. It is also very commendable.

Alongwith this, the hon. Railway Minister has also announced various concessions and facilities. Facilities have been given for movement of fodder to the areas suffering from drought and floods. At the same time, the facilities given to the farmers, the youth are in themselves very important. The farmers of our country will take advantage of this facility and tour different States. Pandit Jawaharlal Nehru had said that we should establish new pilgrim places which may be seen by the villagers, whether it is Kcraba or Bhillai or the Chittaranjan factory. They will come to know by seeing all these as things as to how much progress our country has made and our youths also will take advantage of it.

The facilities given by our hon. Minister are very commendable. I also congratulate him for making announcement that cushioned berths will be provided in the second class sleeper coaches. He has also presented schemes for track renewal and Railway electrification. It is, in fact, proper since for pretty long time old railway lines have been in use and their renewal was very essential. Now when we are proceeding towards development, their electrification is very necessary.

Alongwith it, our sensitive Minister . . . (Interruptions) . . . Try to understand. You do not understand what sensitive means. The facilities given by our hon. Minister to widows, physically handicapped persons like deaf, dumb and blind are indicative of his cordiality, modesty and kind nature. You have given facilities to the war widows. On the same lines, widows of the freedom fighters should also be provided facilities. Their contribution in freedom struggle cannot be minimised. It is only on account of their sacrifices that democracy is there in our country and we are seated

here. If you give these facilities to their widows, we will be very grateful to you.

I have some complaint to make to the Minister of State for Railways. We duly accept with respect whatever is passed in the Parliament and the State Assemblies and the hon. Minister also gives due respect to that. But I would like to say that I have drawn your attention a number of times that a railway line, which is quite important, from Lalitpur to Banda via Khajuraho should be constructed. A resolution to this effect was also passed unanimously in the 1980-84 State Assembly. But no provision for this rail line has been made till date. I would like to draw your attention to the fact that when Indiraji went there in May 1984 to unveil the statue of Shri Chandra Shekhar Azad, she gave an assurance to the people's representatives that she would look into the matter personally. Unfortunately, he is no more amongst us. It, therefore, becomes our duty to fulfil her commitment taking into consideration her sentiments. This is a dacoit-infested area. You have provided railway line for the dacoit infested area from Guna to Etawah. On this very basis this line should also be constructed. You also belong to the same Bundelkhand region about which I am speaking. Gwalior comes under the Bundelkhand area. Regarding its boundaries, I would say

"It Jamuna, ut Narmada,
It Chambal, ut Tond"

The people of that region cannot imagine that Bundelkhand can be neglected despite your being in the Government. They think that as their representative is weak, their aspirations are not being fulfilled. I hope, respecting the feelings of the people, you will sanction this work.

At present, a number of new railway lines are being laid. On the one hand, you talk of socialism and on the other, you are bestowing more facilities to those who are already having them. We have no objection to it but you should not neglect those who need these facilities.

[Shrimati Vidyawati Chaturvedi]

At present, no train runs between Jhansi and Manikpur from 7 a.m. to 7 p.m. I have requested a number of times to run a fast train from Delhi to Calcutta via Jhansi-Manikpur. Now you have to attach two coaches at Agra for Gwalior. If this fast train is introduced, this facility will be availed of by all the people catching trains on this line. Therefore, I strongly demand and hope that this will be taken note of.

13.00 hrs.

As one hon. Member has said, if the work relating to the railway level crossing is handed over to the State Governments, nothing concrete will be done. You should yourself get this work done through your Department. A number of accidents involving animals as well as people take place at the railway crossings. This issue should be taken seriously. Let the Railways do this work also along with many other works which are being done by them.

You must get the railway line from Lalitpur to Banda constructed. Every one cannot go to Khajuraho by plane. You must provide for funds in the Budget for this purpose, even if these are provided as a token. I understand your difficulty. If you cannot provide money in the Budget even as a token, you should give an assurance that this will be provided in the next year's Budget.

In the end I would say something about Jhansi. The quota earmarked for Jhansi Railway Station is quite inadequate. This should be increased... *(Interruptions)*

[English]

MR. CHAIRMAN : You have to address the Chair.

[Translation]

SHRIMATI VIDYAWATI CHATURVEDI : Madam, I am addressing you only. I would like to draw the attention of the

hon. Railway Minister that the space for railway office in Jhansi is quite inadequate. Every room of that office has been partitioned and cabins made for the employees to carry on their work. Due to it they find it difficult to perform their duties properly. I have myself seen the difficulties being experienced by them. You are carrying out constructions at so many places. Something should be done for that station also.

Recently when I was coming to Delhi on 26th, I found that the announcement of the arrival and departure timings of the trains over the loudspeaker had been stopped after 10 O'clock. Trains arrive at Jhansi railway station mostly after 10 O'clock and no announcement is made almost the trains which are to come or leave immediately. In the absence of the announcement the coolies as well as the passengers, both illiterate and educated ones, get confused.

One accident was averted on 26th. The attendants in the 2 tier or 1st class air-conditioned coaches go to sleep inside the cabin after locking the doors. The passengers keep on knocking the doors but get no response. A passenger had to go to the guard for help but there was no railway employee to help him. A youth thus narrowly escaped death. We saw all this with much apprehension. Such things should not happen. Once perhaps Shri Keyur Bhushan, myself and one more M.P. were going to Bhopal to attend some meeting. We asked the attendant to wake up at Bhopal. But we all reached Hoshangabad and Itarsi. The attendants go to sleep inside the cabin after locking it. They have to be made alert.

With these words, I support the Demands and convey my congratulations to you and your family of the railway employees.

[English]

MR. CHAIRMAN : Now the House stands adjourned for lunch to meet at 14.05 hrs.

13.03 hrs.

*The Lok Sabha adjourned for Lunch
till five minutes past Fourteen of
the Clock.*

*The Lok Sabha re-assembled
after Lunch at ten minutes past
Fourteen of the Clock.*

[MR. DEPUTY-SPEAKER in the Chair]

RAILWAY BUDGET, 1987-88— GENERAL DISCUSSION—Contd.

[English]

MR. DEPUTY SPEAKER : Now, Shri Dileep Singh Bhuria may speak.

[Translation]

SHRI DILEEP SINGH BHURIA : (Jhabua) : Mr. Deputy Speaker, Sir, the hon. Railway Minister has presented a very good Budget for the first time. I would like to congratulate him for this. ...*(Interruptions)*.. Madhya Pradesh is in India and is the heart of India. If it is strong, India will become strong. ...*(Interruptions)*...I am happy that the Railways have made much progress and will continue to make progress. I hope that when we enter the 21st century, India will have a distinct place in the railways of the world.

Mr Deputy Speaker, Sir, I would not take much time of the House and would confine myself to few points concerning my constituency. The electrification of track from Gangapur to Ratlam is to be completed within this year. It should be expedited. A bullet train, like the one running in Japan, should be introduced between Delhi and Bombay and it should be connected with Ratlam. It will facilitate the people of that area.

There is no train for going to Calcutta from Ahmedabad. If such a train is introduced, it will benefit a large number of labourers who go there for work. This

train should run upto Calcutta via Ratlam, Ujjain, Bhopal. The train from Hyderabad to Ahmedabad should also run via Bhopal and Ujjain-Indore.

Madhya Pradesh abounds in minerals. The entire coal is supplied outside the state for power houses. Due to this, the condition of roads is very bad there. Madhya Pradesh is lagging far behind so far as the development of Railways is concerned. The people of the tribal areas, which are very backward, have not seen a train till today. You should end at least this disparity. I would request the hon. Railway Minister that a scheme should be formulated for laying railway lines, in the tribal areas for their development. I would also request that if a thermal power station is set up there, it will end the burden of the railway line. Survey for laying railway line from Indore to Dahod has been completed. The Government should take further steps in this direction. A train should be introduced between Basar and Rajhara which is an adivasi area. The adivasi areas of Madhya Pradesh are very backward. Therefore, trains should be provided there.

I would also like to say that the Railway coach factory near Bhopal in Madhya Pradesh, which is a heavy industry, is being installed at a very slow pace. Therefore, its installation should be speeded up. More and more industries should be set up in Madhya Pradesh because raw material is available there. We are prepared to provide land, sleepers and other raw materials for this purpose. Therefore, raw industries should be set up there.

One more thing I would like to say. The trains which were cancelled, should be restored now. The Dehradun Express and Janata Express should be restored because the circumstances under which these trains were cancelled have since changed. Therefore, these trains should be restored so that the people living there can avail of the facility of these trains.

I thank you, Mr. Deputy Speaker, and once again, I thank the hon. Minister for presenting a good Budget.

SHRI R.P. SUMAN (Akbarpur) : Mr. Deputy Speaker, Sir, I am grateful to you for providing me an opportunity to speak. The Budget presented by the hon. Railway Minister is a commendable. In fact, it is a people's Budget. Many amenities have been provided in the Budget. He has provided relief to the people by not increasing the rates of railway fare. This is a welcome step by the hon. Railway Minister.

Besides this, I would like to draw the attention of the hon. Minister to some specific points. First of all, I would like to say that arrangements for drinking water should be made at all the railway stations. I had written to the Railway Department about it and I was told that the arrangements for drinking water had been made. In this regard I would like to tell that still there are so many railway stations where drinking water facility is not available.

Secondly, I would like to say that at every railway station there must be at least one raised platform because lower platform causes much difficulty to the ladies, old men and children in getting into the train. Therefore, there must be at least one raised platform at every railway station.

One more thing I would like to mention in particular. It appears that some facts have been concealed by the Railway Department from the hon. Minister. I have seen the report in which it has been mentioned that the encroachment on railway land has gone up from 68,000 acres to 98,000 acres in 1985 and the encroachment cases are continuously increasing. Therefore, some effective steps should be taken to save the railway property from encroachments.

I will raise two or three points more. There has been a continuous demand for a railway bridge at Ayodhya but the hon. Railway Minister is perhaps facing some difficulty in granting approval to it. A Thermal Power Project of 440 M.W. capacity is under construction at Tanda near Ayodhya. The State Government has sanctioned a sum of Rs. 20 crores for the

construction of a bridge nearby from where one will be able to go directly to Bombay via Gorakhpur, Basti, Tanda, Akbarpur, Sultanpur, Pratapgarh and Allahabad. Therefore, if alongwith that bridge this bridge is also constructed, that will save you half the cost. Instead of Rs. 65 crores, you can construct the bridge with Rs. 35 to 40 crore only. A short distance train runs between Tanda and Akbarpur and it has been demanded that this train should be extended upto Faizabad via Akbarpur. It will provide great relief to the local people. We welcome the introduction of a superfast train from Lucknow to Bombay. A large number of people from Faizabad, Azamgarh, Barabanki, Basti and Jaunpur live in Bombay and they face too much difficulty in coming from and going to Bombay. Therefore, if this super fast train is started from Faizabad to Bombay via Lucknow, that would be much helpful and beneficial to the people of 5 to 7 districts. Therefore, this train should start from Faizabad to Bombay via Lucknow.

Besides, there has been a continuous talk about 83-up and 84-down Ganga Yamuna Express. I want that it should run every day via Jaunpur, Faizabad and Barabanki. From Varanasi, half of the train should run via Sultanpur and half via Faizabad and at Lucknow these two should be converted into one train. I hope that the hon. Minister will accord sanction to it to provide railway facility to the people.

I also would like to say one more thing. A Railway track exists along the bank of Saryu river in Tanda. The people of Ayodhya have been demanding that Saryu Express should be connected with Ayodhya. If this train is started from Tanda upto Allahabad via Akbarpur, Gosainganj, Ayodhya, Faizabad, Sultanpur and Pratapgarh, it would be more useful as more people will be benefited by it.

Moreover, Faizabad is a headquarter and the commissioner's headquarter is also there. But there is no overbridge in Faizabad. I want that an overbridge should be constructed there. The reservation quota should also be increased at these stations

because a larger number of passengers board trains from there and they will be much benefited by it.

One more point I would like to submit is that there is a big problem of railway crossings on the roads which cross the railway line. Therefore, it is necessary that railway crossings must be provided at least at the newly constructed roads for the convenience of passengers, farmers and other people.

With these words I conclude.

[English]

DR. A.K. PATEL (Mehsana) : Mr. Deputy-Speaker, Sir I rise to express my views on the Railwas Budget which the hon. Minister for Railways has presented to this House. First of all, I would like to congratulate the hon. Minister for his excellent speech, but not for the excellent Budget. I saw the Prime Minister and his other colleagues congratulating Shri Scindiaji for not raising the fares and freights, but the fact is that the fares and freights were raised in the month of December, 1986.

AN HON. MEMBER : Not fares, but only freights.

DR. A.K. PATEL : Because of the increase in freights in December, 1986, the Railway Minister is going to collect about Rs. 1000 crores during 1987-88. From 1st December, 1986 the freight rates were revised in a manner that they would bring in something like Rs 80 crores per month to the Railways. During 1980-81, per passengers per kilometre fare amount was 3 97 paise and it was raised to 7 15 paise in 1985-86. The freight in 1980-81 was 10.50 paise per tonne per kilometre, it was raised to 21.50 paise in 1985-86. Again it was increased by 15 per cent last year. A look at the summary of the Budget will confirm my views.

During 1986-87, the gross traffic receipts were estimated at Rs. 6819

crores. The gross traffic receipts for 1987-88 on the other hand, have been placed at Rs. 8179 crores. The difference is as much as Rs. 1360 crores. Such a large increase in their gross traffic receipt in two successive years has not taken place for a long time. Although I grant that there has been certain improvement in the handling of freight traffic which might have added to the gross traffic receipts, the fact is that Scindia Ji has already arranged for more than Rs. 1300 crores for 1987-88. He, therefore, had actually no option but not to raise fares and freights.

I have complimented the Minister for showing some improvement in freight traffic also. However, one has to view it in conjunction with the fact that it is not known to many Members in this House because we travel by two-tier AC and not by second class sleepers. For the last so many months so many trains have been cancelled due to which, the passengers have to undergo a lot of difficulties. I think that it was resorted to under the pretext of some Defence purposes. But now that it is over, I request the hon. Minister to start these trains again so that the passengers may not undergo difficulties.

Now I would like to mention about some problems faced in our State and in particular in my constituency. I would like to say that Gujarat is totally neglected this year and there is no scheme to develop the railway facilities there. Especially in my constituency, Mehsana the Railway Station is nearly 16 or 17 years old. At that time the whole town was towards East of the Railway station. Now the city has developed on the west too and more than 50 per cent of the population is on the west side. But there was no passage initially and today people have to pass through a very narrow passage beneath the railway station which is very small and inadequate and a lot of accidents are occurring because of this factor. So, I would request the hon. Minister to sanction special budget for the overbridge at Mehsana.

There are a number of small scale industries in my constituency which are based on coal. For want of wagons, they do not get sufficient quota of coal and more

[Dr. A.K. Patel]

than that, a lot of pilferage takes place and the industrialists do not get full quantity of coal. But they have to pay for the whole freight. We do not know whether the coal is stolen or under-weighted. God alone knows as to what happens in reality but they do not get the quantity that they should get.

Ahemdabad-Delhi line is a narrow gauge line and there is a long standing demand to convert it into broad-gauge. I request the hon. Minister to consider this aspect also.

Security provisions in the Railways are also not adequate. In Gujarat; in the Godhra Railway Station, police staff robbed one person who is working here in Delhi in Coffee Board. It is really a very sad thing that those who are supposed to protect the people and railway passengers are behaving in this way. Severe action should be taken against such erring staff.

Last but not least, we see sometimes that passengers who happen to be extra tall or extra fat do not have sufficient space to sit. I would request the hon. Minister to make special arrangements for such type of people too

[Translation]

*SHRI G.S. BASAVARAJU (Tumkur) : Mr. Deputy Speaker, Sir, I feel privileged to welcome the Railway Budget for the year 1987-88. Our youthful Minister has presented a surplus budget of about Rs. 69 crores. This is the budget which is more beneficial to the middle class and lower classes. Hence, I appreciate the efforts of our hon. Minister for presenting such a nice budget and I support it.

Hon. Minister has given liberal concession to youth farmers, war widows. Transportation of food grains etc. to the flood affected areas has also got liberal concession.

*The speech was originally delivered in Kannada.

Passengers have got many facilities but at the same time they are facing a number of problems. These problems are mainly due to the inefficient functioning of the Railway officers. Even Members of Parliament are facing difficulties while travelling by trains.

✧ Catering service is not at all satisfactory. Even drinking water is not provided to the travellers properly. In the 1st class compartments also unclean plates, tumblers are supplied. This has to be rectified immediately. I hope the hon. Minister will give due consideration for maintaining cleanliness in the Railways.

I am happy to note that about fifty stations are going to be modernised. In Karnataka State, Bellary station has been included in the programme of modernisation. I request the hon. Minister to include Arasikere junction as it is at the heart of the State. Tumkur railway station is another important station. The population of Tumkur is about 6 lakhs. Most of the people depend upon trains for their journey. Hence I request the hon. Minister to include Tumkur Railway station also in the modernisation programme.

Our railways has a very bright future under the capable administration of our young and energetic Minister. We are looking forward to a prosperous 21st century. At this juncture I would like to urge upon the hon. Minister to see that trains run punctually. All the trains throughout the country were maintaining punctuality when Shri Hanumanthiah was the Minister. Now I am sorry to say that many trains are late by six to eight hours.

Safety measures are not satisfactory in our trains. Railway protection force is also not functioning at the expected level. I am reminded of some past instances. I was working as an advocate and there were hundreds of cases of thefts in railways. The Railway officials and others responsible for loading and unloading were involved in such cases. The losses due to such thefts run into several crores every year.

Hence many people are afraid of transporting their goods by train. I request the hon. Minister to take stringent action against railway officials responsible for such losses.

Bangalore has a beautiful railway station. It is also a very important station connecting most of the cities of in South India. I therefore urge upon the Minister to set up South West Railway headquarter at Bangalore. At present most of the employees here who are from other States do not understand the problems of the local people. Hence the efficiency is going down day by day. Therefore, I request the hon. Minister to give priority to the people of Karnataka while making appointments for the railway stations situated in the State.

The general comment on the Railway Budget 1987-88 is that nothing has been given to Karnataka. Some press comments say that it is a big zero. Hence, I urge upon the Minister to look into the following urgent demands of my State and to allot more funds for their early completion.

- (1) Conversion of Mysore Bangalore line.
- (2) Completion of Chitradurga-Rayadurga line.
- (3) Conversion of Bangalore-Miraj line.
- (4) Electrification and doubling of the broad gauge line between Jolarpet and Bangalore.

I thank you for giving me this opportunity to speak and with these words I conclude.

SHRI YOGESHWAR PRASAD YOGESH (Chatra) : Mr., Deputy Speaker, Sir, I congratulate the hon. Railway Minister for presenting this Railway budget. He has left his impression on the House with this Budget and he has been greatly admired for this Budget as the Government

is being admired by the poor. Almost the all hon. Members have appreciated the Railway Budget. He has exempted the Railway passengers from additional burden of fare and the parcel rates have also not been increased. Above all, no change has been made in the freight rates. The foremost benefit of this will be that the possibility of price-rise in the country will be checked and it will provide great relief to the poor. I would like to thank the hon. Railway Minister for remembering the war-widows and giving them concessions in the budget. Similar facility has also been given to the handicapped. I want that similar facility should also be extended to the widows of freedom fighters.

I regret to say that this Budget has disappointed the people of Bihar. The pending projects of Bihar have not been taken up. For example, the work of doubling the railway line from Patna to Gaya is standstill. Patna is the capital of Bihar and is known all over the world for its historical background. Gaya is a religious and cultural centre not only for the Indians but for the people of various other countries also. The followers of Buddhism visit this place from Japan, Burma, Thailand, Srilanka, China etc. This place has special significance for the Hindus also. It is also a very important place from the tourism point of view. But the tourists do not like to travel by train from Patna to Gaya because due to the single railway line, no train runs there properly. The road from Patna to Gaya is also in a deplorable condition and as a result of that the people of Bihar are not getting commercial benefits. In view of the above, double railway line from Patna to Gaya should be constructed without any delay.

Our Prime Minister, Shri Rajiv Gandhi is trying to bring a ray of hope in the life of Adivasis. He is going through inaccessible, muddy and thorny paths and listening to their problems very seriously while sitting inside their dark huts on the cots full of bugs. But the Railway programmes meant for the development of adivasi areas have been pending for the last four years. Laying of a railway line between

[Shri Yogesbwar Prasad Yogesh]

Ranchi and Hazaribagh-Kodrama was assured by the late Shri Kedar Pandey in 1981. He had hoped that the survey work would also be completed in 1981 itself. The regional imbalance in Bihar is mostly due to the Railways. Hazaribagh in Chhota Nagpur abounds in minerals but most of the people living there have not seen the train. Almost all the Railway Ministers have assured to bring this place on the Railway map but these have remained mere assurances. I hope that our present Railway Minister will fulfil our demand.

The most backward tribal areas in Bihar are Barwadi and Bhadriya in Palamu district whereas in Madhya Pradesh Sarandib, Vishrampur Girmim tribal areas in Sarguja are the most backward ones. In 1942, the construction work of a 75 mile long railway trac from Barwari Railway Junction to Sarnadih was initiated which continued upto 1946 but that construction work is still lying incomplete. More than one hundred culverts and two bridges over Kopai Saphi and Kanpur rivers have been constructed. In addition to these, buildings at Hatar, Kurum, Paro, Houka Binda, Sarlo, Ugrh, Bhainsa Murda and Sarnadih Railway stations have been left incomplete. I would request you to look into this aspect.

As you are endowed with a progressive personality, I have full faith that you would certainly pay attention to it.

The platform at Paharpur Railway Station on the Grand Cord Line is much below the proper level and several accidents have occurred. Accidents are common there. Not much expenditure is involved in it. If you raise the level of platform accidents can be averted,

With these words I thank you for giving me an opportunity to speak.

[English]

SHRI G M BANATWALLA (Ponnani) :
Mr. Deputy Speaker, Sir, the budget is

indeed replete with welcome measures for which due credit goes to the hon. Minister. I must congratulate him for all these welcome measures that are there in the Railway budget. There are, however, certain areas which represent a very dismal picture. Nearly 11,000 trains run per day to which hardly 8 new trains will be added. One understands the constraint of resources, but it is also necessary to meet the growing demands for train facilities. You will find that not more than 70 kms of new lines will be completed in the current year, and hardly 33 kms are to be completed in 1987-88.

Look at the state of affairs with respect to passenger amenities even with respect to provision of cushion in the old second class sleeper coaches. We are told that it will take three long years to provide just Cushions also. I hope greater attention will be paid to these areas.

The budget expects a surplus of Rs. 69 crores in 1987-88 but this surplus is a product of a master stroke in window dressing. It has already been made clear that the surplus is the result of December 1987 hike in freight rates which would bring Rs. 1000 crores next year. Apart from that, this surplus is also a result of under estimating of working expenses. The budget estimate of working expenses during 1986-87 is Rs. 4,700 crores. The revised estimates are placed at Rs. 5,392 crores which represent an increase of Rs. 692 in the year 1986-87. Take up the budget estimate for 1987-88 and we find that the working expenses are placed at Rs. 5,750 crores that is to say a rise of only Rs. 358 crores has been shown. Current year working expenses recorded a rise of Rs. 698 crores and next year you are expecting a rise in the working expenses to the tune hardly Rs. 358 crores. This points out the under estimation, I would respectfully submit, the working expenses and one wonders if one is due for a mid term budget very soon.

The State Governments and local bodies are sought to be made responsible for partly financing the metropolitan railway transport system. This is rather

an unsatisfactory state of affairs because these State Governments and the local bodies are themselves facing a resource constraint; as such the implementation of the metropolitan railway transport system will be seriously hampered. I must therefore say that the Railways should not look upon themselves merely as a commercial concern, they have also to carry the social responsibility and the Railways should undertake that responsibility for financing this mass transit system.

Sir, in view of the paucity of time, I may cut down some general observations and come down to Kerala. I welcome the announcement for the new broad gauge line between Trichur to Guruvayur in Kerala. We have been since long agitating for this line. I had been raising this matter in the House and also making representations to that effect, but, Sir, look at the state of affairs. The estimated cost is Rs. 16.67 crores and the budget allocations for 1987-88 are hardly Rs.1 crores !

Sir, I must emphasise that this is a very old project and neglected Kerala is now getting it after a lot of agitation and waiting. The survey for this project was completed years back. The line has great traffic potential. A large number of pilgrims from all over India come to Sri Krishna Temple at Guruvayur, I must, therefore, emphasise that more and adequate funds should be allocated for this Trichur-Guruvayur line and the construction of the line should be given priority and completed expeditiously.

Sir, in Kerala also in deference to your impatience and the bell, I, instead of roaming all over Kerala, come down to my constituency and just make a few observations. Malappuram district—while Kerala is neglected, Malappuram district is the most neglected area over there. The growing traffic needs of this district have to be adequately provided.

MR. DEPUTY-SPEAKER : Please wind up.

DR. V. VENKATESH (Kolar) : Sir, what about your constituency ?

MR. DEPUTY-SPEAKER : My constituency ? Nobody is mentioning it.

DR. V. VENKATESH : I will mention that.

SHRI G.M. BANATWALLA : All this must not be included in my time. I never try to give trouble to anybody and there is a talk going on.

MR. DEPUTY-SPEAKER : You speak. Already you have taken seven to eight minutes. You wind up.

SHRI G.M. BANATWALLA : Take the stations of this Malappuram district. Their reservation quota should be increased and this system of the surrender of reservation quota should be done away with. Sir, look at Tanur Railway Station over there, and Tirur Railway Station and Parappanangadi Railway Station. We have heavy monsoon and hardly little space has been roofed by a shade over there and the stations are left without shade. So, the needs of these stations should be taken into consideration.

I must also request the Government to sanction electrification of important sections of the Railway lines in Kerala.

With these words I thank you and it is only in deference to your impatience that I take my seat.

MR. DEPUTY-SPEAKER : Impatience not on my part ; all the Members are impatient, that is the problem now. Shrimati Usha Rani Tomar.

[Translation]

SHRIMATI USHA RANI TOMAR (Aligarh) : Mr. Deputy Speaker, Sir, I would congratulate the hon. Railway Minister for presenting a surplus Budget. I am of the view that this Budget has been actually presented for the benefit of the poor. The people who have assisted in preparing the Budget deserve to be lauded as well. The hon. Minister has been congratulated by everyone on this account. He really deserves as much Congratu-

[Shrimati Usha Rani Tomar]

lations as possible. The hard work and dedication with which the hon. Minister has worked in this Ministry is indeed a matter to be congratulated. Since the day the hon. Minister has taken over charge of the Railway Ministry, its functioning has been improving constantly.

Now I would like to draw the attention of the hon. Minister to certain points. I represent Aligarh. Aligarh enjoys a unique importance on account of its University where students from India and abroad come for higher education. It attracts lot of people from outside. There is a T.A. passenger train from Tundla which reaches Aligarh at 9.30 in the morning. It remains there till 5.30 PM for about eight and a half hours at a stretch. If this train is extended upto Ghaziabad or Delhi then the people of these places would be greatly benefited. I request that the train may be extended upto Ghaziabad or Delhi. There is another train called Prayagraj which runs between Delhi and Allahabad. The hon. Minister has instructed for its stoppage at Aligarh. I am grateful to the hon. Minister for it but on its return journey from Allahabad it does not stop at Aligarh. I would request him to give instructions for its stoppage at Aligarh during the return journey also. The entire population of Aligarh would congratulate you for it. There is no Express train running between Aligarh and Bareilly. A passenger train is available which starts in the morning and returns Aligarh in the evening. In that train, passengers are considerably harassed by untoward incidents which occur almost every day. The Assam Mail used to start from New Delhi for Assam at 9.00 in the morning. The same has been renamed as North-East Express. This train used to halt at Aligarh but now it does not stop here. The passengers have to face a lot of difficulty on account of it. There are no trains available in the morning from Delhi for Aligarh. However, the Puri Express starts at 7.15 a.m. and the Nilanchal Express starts at 6.00 a.m. All persons cannot travel by these trains. After that there is only the Gomati Express which starts at 2.45 p.m. in the afternoon. What I want to say is that there is no train available between 7.15 a.m. and 2.45 p.m.

to facilitate people to travel for Aligarh. I urge upon the hon. Minister to kindly restart the cancelled train which used to leave at 9.00 in the morning.

There is a hoarding at the Aligarh station with a motto, "I am at your service". Perhaps this slogan might be there at every station. But the fact is that no attendant is there to serve you. An employee should be on duty there. A halt has been provided between block halt Sonna and Kulba stations on the Delhi-Aligarh line. There a passenger train has been running from Aligarh to Delhi or Agra for the past one year. This train stops there but we do not have any railway booking office at this place. The people have to face lot of difficulties due to this. Ticketless travel is also common. In this connection, I have requested the hon. Minister and have also met him personally to make booking facilities available there. This would ensure that there would be no occasion to apprehend the people travelling without ticket and being harassed as a result of it.

I congratulate the hon. Minister once again for presenting a very good Budget and hope that action will be taken on my suggestions.

[English]

SHRI N. SOUNDARRAJAN (Sivakasi): Mr. Deputy Speaker, Sir, I congratulate one young and energetic Railway Minister for presenting a surplus budget without effecting any increase in the freights or fares for the passenger and goods traffic. I also congratulate our Railway Minister making some historical improvement in the Railways. He has taken steps to increase the net tonne kilometre per wagon per day to 1,296 in the year 1985-86 from 1,150 in the year 1984-85, and thereby recording a total transport output of 206 billion net tonne kilometres and thereby crossing, for the first time, the landmark figure of 200 billion net tonne kilometres without much increase in the coaching fleet.

The hon. Minister also deserves congratulations for introducing so many new trains and also extending the running of many trains. He has also introduced more than 100 new trains in the suburban sections in the past two years. All these steps I really welcome.

Railway have also taken up a programme to provide cushions to all the old second-class sleeper coaches. I welcome this on my behalf and on behalf of my party.

I also welcome our Railway Minister for minimising the incidence of loss and damage claims and also for recording the lowest ever figure of accidents.

This Railway Budget consists of joys and sorrows. The Railway Minister is treating our Southern Railway in such an inhuman way that even a step mother cannot give such inhuman treatment to her unfortunate adopted son. If you go through the figures for expenditure in the year 1987-88, it clearly shows that for gauge conversion North-Eastern Railway is allotted Rs. 16 crores, Northern Railway Rs. 14 crores, South-Central Railway Rs. 11 crores, Western Railway Rs. 3.20 crores but Southern Railway only Rs. two crores.

15.00 hrs.

So far as doubling is concerned, Southern Railway is allotted Rs. 30 crores, North East Frontier Railway is allotted Rs. 23 crores, Central Railway is allotted Rs. 22 crores and Northern Railway is allotted Rs. 21 crores. But our Southern Railway is allotted only Rs. 6 crores.

Total expenditure during 1987-88—Northern Railway is allotted Rs. 284 crores, South Eastern Railways is allotted Rs. 256 crores, Western Railway is allotted Rs. 213 crores, South Central Railway is allotted Rs. 195 crores, the Central Railway is allotted Rs. 193 crores. But our Southern Railway is allotted only Rs. 145 crores.

I request the hon. Minister to pay more attention and allot more funds to the Southern Railway.

There are some very important points—say formation of new lines in Tamilnadu—Bangalore to Pondicherry via Krishnagiri Thiruvannamali, Villuppuram. Gauge conversion from Metre-gauge to broad gauge—Salem to Bangalore, From Samrajnagar to Satimangalem, for formation of new line the proposal is pending with the Railway Ministry. The people of that area have not seen the train

I request the hon. Minister to agree to my suggestions.

(Interruptions)

MR. DEPUTY SPEAKER: You give this suggestion when your turn comes.

[Translation]

*SHRI L. BALARAMAN (Vandavasi): Hon'ble Deputy Speaker, Sir, I thank you much for giving me an opportunity to speak on the Railway Budget for 1987-88 presented by our Hon'ble Minister for Railways. I thank the Minister and his team for presenting a wise and popular Budget.

Railways play a vital role in development of our country and help in uniting India with diverse languages and cultures. Railways, therefore, are an unifying force in our country.

Nevertheless, there is a lot to do in Railways. Many Hon'ble Members here have made the demand that more and more areas should be brought under Railways.

Even the Hon'ble Deputy Speaker made a request in respect of my constituency. I also join his request. My constituency and that of the Hon'ble Deputy Speaker are adjoining. As far as rail facilities are

The speech was originally delivered in Tamil.

[Shri L. Balaraman]

concerned, both the constituencies are lacking in them. The constituencies are thickly populated by small traders and farmers. I request the Hon'ble Minister to lay a new railway line between Pondicherry and Bangalore. It should start from Pondicherry and run through Dhindivanam, Thiruvannamalai, Chengam, Thirupattur, Krishnagiri and Osur and terminate at Bangalore.

Osur is an industrially developed area. It is a fast growing industrial centre in Tamil Nadu. Bangalore is also a big industrial city of the South. In Pondicherry, a new harbour is coming up. Hon'ble Minister may, therefore, consider the idea of laying a new track and introducing a new train from Pondicherry and Bangalore so that all the three States namely Tamil Nadu, Kerala and Karnataka are benefited and there is an industrial boom in all these three States. A survey was made in this regard but work thereafter did not continue. I request the Minister to look into the matter.

Sir, next is about the Chinglepet and Thiruvannamalai segment. Thiruvannamalai is a religious centre. It is one of the Sacred places of the five Elements (Panch Bootha Sthal). Philanthropists and theologists are very well aware that Thiruvannamalai was the abode of the Great Ramana Maharishi. Foreigners descend on this international tourist centre. People from North India and nearby Madras flock to this place. But the sad thing is proper rail facilities are not available to them. The Chinglepet-Thiruvannamalai segment was surveyed earlier but work regarding laying tracks has not so far started. I do not know the reason. I hope the Hon'ble Minister will look into this and do the needful early.

Wagon movement from South side to North India is very slow and sometimes has to be stopped temporarily. This could be prevented if the line between perikunta (Tirupati) to Villapuram via Chinner Kutpadi and Thiruvannamalai is converted into broad-gauge. This would

also obviate rail traffic congestion in Madras. [Further, it would facilitate passenger movement from Madras to southern areas like Rameshwaram, Kanyakumari etc.

As I told you, Sir, Thiruvannamalai is a religious centre. But the Railway Station in Thiruvannamalai is lacking in basic amenities. I request the Hon'ble Minister to immediately modernise the Railway Station.

Next is about the Rapid Transit System from Madras Beach-Luz. As we are able to make an arrangement to complete a similar project in Maharashtra, we should be able to do it Tamil Nadu also. The issue should not be politicised. The Congress Government in the Centre must persuade and impress upon the State Government for early acquisition of land and for early provision of funds for completion of the Rapid Transit System.

Lastly, I request the Hon'ble Minister to complete the electrification work between Madras and Coimbatore and Jalarpet and Bangalore without delay.

With this, I thank the Hon'ble Deputy Speaker for having given me this opportunity to speak and conclude.

DR. CHANDAR SHEKHAR TRIPATHI (Khalilabad): Mr Deputy Speaker, Sir, the hon. Railway Minister has presented such a Railway Budget which has been much commended by all the hon. Members. I would also like to join the other hon. Members in it. At the same time I would like to draw the attention of the hon. Minister towards some important points relating to my constituency and hope that he will look into them.

First of all I would like to congratulate the hon. Minister because for the first time no additional tax burden has been imposed on the general public by this Railway Budget. The Railway Department has acquitted itself well in all the spheres whether it is haulage, reduction

in number of accidents and strikes or sports. It shows the efficiency of the hon. Railway Minister and his Department.

Sir, it has always been the motive of the Government to uplift the backward and neglected areas. In this regard I would like to draw your attention towards the backward and poverty stricken district of Basti in eastern Uttar Pradesh. The people have been demanding a railway line there since 1962 because the development of 4 to 5 lakh weavers living in Bakhara and Amardowa town has not been possible without railway link. No transport facility is available there for supplying raw material required by them and for despatch of the manufactured goods from there. Bakhara is also on the same route which is a main manufacturing centre of brassware in India. Today thousands of workers are becoming jobless because of the non-availability of transport facility. On the same route, there is a town named Bansi which is a big rock salt and rice market in India but its development has also been hampered due to non-availability of transportation facility. I had requested the Railway Minister last year also and this year also I would like to request him that for the upliftment of the neglected and poverty stricken areas, a railway line from Sahjanwa to Utravlla via Bakhara Bansi and Dumeriyaganj should be constructed.

Similarly, Bhatni is a big town in Allahabad where the High Court and the offices of the Accountant General are situated. People from different districts have to come and go from there but even today the people are facing many problems due to non-conversion of Bhatni railway line into broad gauge line. Therefore, I would like to request the hon. Minister that if this line is converted into a broad gauge line, then the various districts of eastern Uttar Pradesh which have not yet been connected by rail with Allahabad, will be connected with it.

Similarly, in Valsali Express reservation quota has been provided for Khalilabad, which is my constituency but this train has no stoppage at this station. As a result of it, the people have to catch

this train from the next railway station which is 40 km. away from there. Therefore, I would like to request you that when reservation quota is available there, the trains must stop, even if for two minutes, at Khalilabad.

Now, I would like to draw the attention of the hon. Railway Minister towards certain very important issues. 64,000 acres of railway land was under encroachment in 1975 which had increased to 98,000 acres in 1985. It proves that encroachment of railway land is increasing very fast in Delhi itself, the Pure Drinks in Connaught Place have unauthorisedly occupied the land of Northern Railway worth several crores of rupees. P.A.C. have forcibly occupied 7.27 acres of land of N.E. Railway in Uttar Pradesh. The Railway property worth several of rupees has been unauthorisedly occupied by the people for the last 40 to 50 years but it is unfortunate that our Railway Ministry is unable to remove the unauthorised occupants.

I would congratulate the hon. Railway Minister for proposing improvements in the catering service. We all travel by trains. We do not know whether food which is supplied in aluminium casseroles has been prepared four days earlier or is fresh. Earlier, one piece of sweet was provided with it but now it has been withdrawn. Similarly, quantity of salad has also been reduced though charges are the same. Both the quality and quantity have declined. I can confidently say that sub-standard food is supplied by the departmental catering. The hon. Railway Minister may tell us if at any time the Railway Department has taken any sample of the meals supplied by it and has got that analysed. I would request him that at least 10 times in a month samples of food should be taken and analysed and such arrangement should be made that the person supplying sub-standard food does not escape severe punishment.

The hon. Railway Minister has provided facilities to the Railway officers, employees and countryman in the sphere of medical care, education and other

[Dr. Chander Shekhar Tripathi]

spheres but there is no mention in the Budget about the achievements of the Railway Minister in the sphere of family planning which is of paramount importance in our national life.

98 per cent deaths in rail accidents are due to brain injury or head injury. In the treatment of head injury, a machine for cat-scanning is required but it is not available in any hospital of Northern Railway or North-Eastern Railway. The victims of accidents die during the course of diagnosis. Therefore, I would request that the Railway Ministry should make arrangements for cat-scanning machines so that the lives of lakhs of people receiving head injury may be saved.

Even in this advance age of development we are using steam engines in India. You will be surprised to know that as per the expert opinion only 10 per cent energy from 100 tonnes of coal is received whereas if the 100 tonnes of coal is used in Thermal Power plants, we can generate 80 per cent energy from it. The shortage of coal has been forecast and it is a very precious item which we are wasting in steam engines. Therefore, I would request that the steam engines should be replaced by diesel engines.

With these words I once again thank the hon. Railway Minister.

***SHRI P. PENCHALLIAH (Nellore) :** Mr. Deputy Speaker, Sir, I rise to oppose the Union Railway Budget for the year 1987-88. In November last, the Government had increased the freight and passenger fares to the tune of Rs. 960 crores and that is the reason why they have not increased the freight and passenger fares in this budget. It has become the policy of the Government to increase the fares through backdoor method without showing any increase in the actual budget.

*The speech was originally delivered in Telugu-

Not only that. Elections are going to take place in some States very shortly. The Government did not increase the fares in this budget keeping these elections in view. It is a ploy to catch the votes. Once the elections are over, the Government may increase the fares any moment. There is no guarantee that the Government will not enhance the freight and passenger fares till the next Railway Budget. In fact it may increase the fares any moment from now.

Sir, the Central Government have been neglecting Andhra Pradesh right from the beginning. Lot of injustice is being done to our State in modernisation, electrification and gauge conversion. Barring one or two, there are no major Railway lines in our State. Rayalaseema is a pretty backward area. It is reeling under chronic drought. There are no other modes of transport. Railways lines are few.

SHRI MADHAVRAO SCINDIA : Sir, Bibinagar—Nadikudi has been given Rs. 7½ crores. Guntur Macherla has been given Rs. 8 crores for gauge conversion.

SHRI P. PENCHALLIAH : Sir, what about Rayalaseema? Even the three fourths of the existing lines are meter gauge. There are no express or super fast trains running through this area. At present there is a broad gauge line from Anantapur to Gutti. If this line is extended from Gutti to Done, the distance between Gutti and Hyderabad would reduce by at least 100 kms. Hence I request the hon Minister to take steps to extend Anantapur-Gutti broad gauge line upto Done.

Sir, the conversion of Guntur-Macherla meter gauge line into broad gauge was sanctioned way back in 1974. The conversion work has not yet been completed. No body knows when the electrification of Kazipet-Sanatnagar line will be completed. Similarly no one knows when the Nadikudi-Bibinagar line is going to be completed. Steps should be taken to speed up the work.

Sir, Bitragunta in Nellore district is an important station in Andhra Pradesh. Even during the days of British, it was one of the most important stations. There is a very big shed with all the facilities here. After electrification of Vijayawada-Madras line the locos shed had been shifted from Bitragunta to Rayanapadu near Vijayawada. 4000 and odd workers employed in this locos shed are being shifted to other places gradually. Now only handful of workers left at Bitragunta carrying on repairing work of wagons. These workers are highly skilled and experienced in wagon repairing. So a wagon repairing unit should be opened at Bitragunta not only to put a stop to the mass transfers of the workers, but also to ensure quick repair of wagons. It will bring the lost glory back to Bitragunta station. I hope the hon. Minister would concede to this demand.

[English]

SHRI SALBEM I. SHERVANI (Budaun):
Mr. Deputy Speaker Sir, I rise to support the Railway Budget and to congratulate the Hon. Railway Minister for presenting one of the finest budgets.

About ten years ago when Madhu Dandavateji was the Railway Minister, at that time also a budget was presented which proposed no increase in either the passenger fares or the freight rates. But, if one studies that budget in depth, one finds that there is a lot of jugglery of figures in that. This budget is backed by improvement in the working of the Indian Railway in all spheres. The mere fact that about Rs. 120 crores have been appropriated towards the depreciation reserve fund which is nearly 11.7% of the gross receipts and then declaring a surplus of Rs. 69 crores speaks in itself about the performance of the Indian Railways. While, at that time the figure was about Rs. 200 crores and it was about 2% of the gross receipts.

15.22 hrs.

[**SHRI SHARAD DIGHE** *in the Chair*].

I have been listening to some of the criticisms that have been coming from the

members of the opposition. One of the criticisms is that in November there was an increase in the freight rates. They should not forget that nearly Rs. 460 crores went towards the implementation of the Pay Commission's report which made it necessary to go in for the increase.

I also happened to hear my colleagues from Andhra Pradesh. Most of them have been saying that nothing has been given to Andhra Pradesh. In fact, I want to make a complaint to the Hon. Railway Minister that Andhra Pradesh has taken nearly 17 to 18 crores of rupees which is about 15% of the budget for track renewals and broadgauge conversions. I don't know what they are complaining about and why they are crying.

The Railways does not only have the responsibility of carrying passengers from one place to another or transporting goods from one place to another; but it has also got a certain social responsibility. That is, to reach the remotest part of our country. Also, it has to go a long way in the development of the nation. Keeping this aspect in view and keeping the improved working of the Indian Railways in view, I would also like to appeal to the Planning Commission to allocate more and more funds to the Railways, so that the needs of the people are met and the Railways is able to continuously show the improvement.

I would not like to take much time of the House in going through certain areas which have already been covered in the Budget speech. Regarding my own constituency, Budaun, I would say that it is an old historical city of our country. Till today it does not have broadgauge connection. If the Bareilly line is extended upto Budaun which is about 30 kilometres, it will not only meet the needs of the people, but also earn a lot of revenue for the Railways because Budaun is the largest producer of potato and cauliflower in that region. Hundreds of trucks are transported every day from Budaun. Similarly, there is broadgauge connection upto Math but if it is extended to Kasganj this line which is running at a loss will become profitable.

[Shri Saleem I. She vani]

I would also request the hon. Minister about Paryagraj Express train which was introduced between Delhi and Allahabad. This train stops at Aligarh, Kanpur and Fatehpur on its way to Allahabad. A number of seats in the First AC coach are reserved for Kanpur passengers which causes inconvenience to Allahabad passengers. If an AC coach is attached to Delhi-Howrah Express train it will take care of Kanpur traffic and the Allahabad passengers will be saved of the inconvenience.

With these few words I thank you for giving me an opportunity to speak on the Railway Budget. I support the Railway Budget.

[Translation]

SHRI BHOLA RAUT (Bagaha): Mr. Chairman, Sir, through you, I thank the hon. Railway Minister because for the last so many years, we have been seeing that there used to be increase in the fares at the time the Budget was presented and this time also people had an apprehension of this nature and eagerly wanted to know the increase this time in the fares. Keeping all these factors in view, the Budget presented this time is without any increase in the freight rates and fares and is a balanced one and due to this, there is a lot of satisfaction among the general public. Therefore, our Railway Minister deserves lot of thanks.

Alongwith this I would like to draw your kind attention towards my area. Champaran district of Bihar used to be the 'Karmabhumi' of Mahatma Gandhi. The struggle for independence was started from Champaran itself but 35 to 40 years have passed since we achieved Swaraj and became a democratic country but no new line has been provided to Champaran. It is a very backward area. No development, nothing of the sort, has ever taken place there and no big industry of any kind has ever been established there. Besides, about 14 years ago, our late Prime Minister, Shrimati Indira Gandhi, had laid the foundation

stone of the Chhitoni bridge on the completion of which the backward area of Uttar Pradesh and 35 lakh population of the Champaran district and 40 lakh population of U.P. would have been connected. This bridge project has been hanging fire for such a long period though it is an approved plan. I am speaking about it for the third time today. When Mr. Bansi Lal was the Railway Minister, I had spoken about this thing here and Shri Bansi Lal had replied at that time that the Governments of U.P. and Bihar were not prepared to pay their shares and this is the reason why the work is not being started. But I have come to know that both the Governments are ready to pay their shares. Recently, when the hon. Minister visited Bihar, Mr. Dubey had requested that the work on the Chhitoni bridge might be started soon, and had assured that they will extend all sorts of co-operation in it. I specially would like to make a mention that to-day if somebody wants to go to Gorakhpur from Bagaha—Bagaha is my area—then it should take two hours only whereas now-a-days it takes 24 hours to reach Gorakhpur from Bagaha, via Mujaffarnagar, Sonapur. It is a matter which deserves consideration. You have solved to complete the incomplete works of Shrimati Indira Gandhi but no attention has yet been paid to Chhitoni bridge. You kept the above scheme alive by providing one thousand rupees for it in the Budget. I would like that the hon. Minister may pay special consideration to it and get this project implemented immediately. One thing I would like to say that it is the resolve of the Government that the benefit of independence should reach each and every village of the country. Railway play an important role in the implementation of this resolve. Hon. Member Shrimati Prabhawati also has mentioned about this and I also want to say that not a single inch of railway line has been laid in the district of Champaran. There is no railway line in an area of 20 kilometers around it. Kesaria Govindganj is an Assembly constituency. There is no railway line upto a distance of 20 kilometers. Harsidhi is also an Assembly constituency and there is no railway line in it also. I have remained the Member of Parliament from all these areas and this has been happening for the last 35 years. The people of this area face

lot of difficulties but they are not getting the railway facilities from anywhere. Loria is also an Assembly constituency and Nauwan is also the area of late Shri Kedar Pandey. This area too has no railway line upto 20 kilometres. I suggest that a new railway line from Hajipur to Bagaha via Lalganj, Sahibganj, Kasarva, Govindganj, Harsidhi and Loria should be laid. I think it will benefit 10 lakhs of villagers who are deprived of this facility to-day.

For one more thing I want to thank you specially. You have instructed the Railway Board to fulfil the backlog of the quota of posts meant for the Scheduled Castes and Scheduled Tribes which has remained uncleared for the last 10 years. You have fixed the time limit for this work upto 31st March. I feel that this quota will not be fulfilled by 31st March because the backlog exists in thousands of vacancies in the Railways. Until and unless you are vigilant you cannot clear the backlog. My personal experience is that no proper provisions have been made at the Railway Divisions where class IV employees are recruited although there is shortfall of thousands of vacancies. Therefore, I would urge upon you that this may please be extended by 3 more months so that the railway officials may get little more time to clear this backlog. I urge that strict directions should be given to Zonal Managers in this regard. I would like to request you one more thing. There are about 16 lakh Railway employees out of which 4 lakh belong to scheduled castes and scheduled tribes. They face difficulties in their promotions. I would like to draw your attention towards it. Their promotion depends on the C.R. written by officers. When their promotion becomes due, they are not aware that their C.R. has been spoiled and their promotion is stopped. I would urge that their promotion should be given on the basis of their efficiency and ability and it should not be stopped on the basis of their CRs.

One more thing I would like to request. There is no first class bogie in the train running between Muzaffarpur and Bagaha. All rejected coaches of other trains are connected with it. There are no bulbs, no

fans and due to there being no cover over the window in the latrine, the platform is visible from inside the latrine. Such is the miserable condition of this train. You may please pay a little attention towards it.

I would like to submit one more thing. The Vaishali Express, which was previously known as Jayanti-Janata Express, had a link Champarnan Express at Muzaffarpur but now this arrangement has been done away with. It is my request to you that the above arrangement may be restored. People after getting down at Vaishali should be able to catch connecting train at Muzaffarpur so that they may have not to wait till late at night. I therefore, request that special attention may be paid to it. A plan to construct a bridge over the Ganga at Patna on Patna line has been under consideration for quite a long time. You may kindly pay special attention to this also. Shri Bansi Lal had said in our area that it will be constructed but nowhere in the Budget it appears to have been included.

I would like to say a few words about the food packets. The food supplied in the casseroles is prepared from Dalda ghee. The rice and puri are also prepared from Dalda. Now, who will eat that food? I have stopped eating this food. It will be better if system of pantry car service is restored.

I would once again like to draw the special attention of the hon. Minister that one side of Chhitoni bridge comes on the eastern U.P. region to which Deoria, and Balia, belong and it is a very backward area on the other side, there is Champaran, the backward area of Bihar. Thirteen years ago the foundation of the Chhitoni-Bagaha railway line was laid by the late Prime Minister, Shrimati Indira Gandhi but no attention has been paid towards it. I have been drawing attention towards it for the last three Railway Budgets. Shri Bansi Lal had told me that there are some hurdles in taking up this work since the Governments of U.P. and Bihar do not want to pay their shares and as soon as both the Chief Ministers pay their shares, construction work of this bridge will be taken up. I have come to learn that both the Chief Ministers are ready to pay their shares and

[Shri Bhola Raut]

both the Chief Ministers have also assured this to the Hon. Minister that they will make payment of their shares and that you may take up the work. But it has not been taken up so far whereas you have resolved that you would complete the incomplete works of Shrimati Indira Gandhi. By providing only one thousand rupees in the Budget, you merely want to keep this scheme alive. This would not work. You should take up the work of this bridge and complete it very soon.

With these words I thank you for giving me time to speak and I hope that the hon. Minister would consider my suggestions and implement them.

[English]

PROF. NARAIN CHAND PARASHAR (Hamirpur): Mr Chairman, Sir, I rise to support the various proposals contained in the Railway Budget for the year 1987-88. With a determined effort, the Railway Minister has been able to bring back efficiency and punctuality as also safety to the railway system. The figures for the railway accidents have declined appreciably and I must congratulate him for this signal achievement. He has also been able to show a surplus of Rs.69 crores after taking into account and absorbing the payments due to the recommendations of the Fourth Pay Commission amounting to Rs. 462 crores of rupees. This is a good achievement. He has also been able to increase appreciably the contribution to the Depreciation Fund as well as to pay the full dividend.

One of the weak points of his Budget is the scant attention paid to the new railway lines. I would bring to his notice and also through you to the notice of the Planning Commission that the country deserves better treatment. The railway system is not meant for modernization only, it is meant for linking the nation also. The railway system provides sinews for our nation and all regions of the country expect justice at the hands of the railways.

The National Transport Policy Committee gave its recommendation at para 9.32, page 163 of the Report and I would like to quote a few sentences from the same :

"From our point of view, during the next two decades, the railway network will have to be expanded by at least 5000 kms involving a capital outlay of Rs. 1250 crores at constant prices."

If this one recommendation is accepted, then the whole country can be linked up but the Minister unfortunately has ignored this and has included it at point 13 of his speech. I would request him to give it a little more upgradation and bring it earlier. He says :

"An important feature in the financing of the railway investment in the 7th Five Year Plan has been a considerably higher internal resource generation by the railway themselves."

In Point 13 he says :

"There is a very heavy demand from all parts of the country for new lines. At present, there are 35 on-going new line projects involving a total route length of 2940 kilometres."

This is the on-going and committed responsibility of the Railways. If this is to be fulfilled and the target set by the Railway Transport Policy Committee's Report is to be achieved, then over the next 15 years or so, i.e. by 2001 AD, heavy doses of finance will have to be injected into the railway system. I would plead with the Planning Commission to look into this aspect also and give due priority to it.

I fully agree with my friend Shri Bhola Raut who spoke just now that all the foundation stones which were laid either by the Prime Minister or the Railway Minister in any part of the country must be given due respect and they should not be treated as jokes. Therefore, the projects for which these foundation stones were laid

must be completed on a priority basis, because the Prime Minister's words or action or the words or action of the Railway Minister, are public gestures to the nation that these lines would be completed at an early date on a priority basis. We should recognise the fact that there was some urgency behind such actions, and that was why these foundation stones were laid. They were not meant for just satisfying the public or for making a commitment just for commitment's sake. These are meant to be completed and hence these lines should be expedited.

In this respect, I would bring to your kind notice the fact that only 109 kilometres of new railway track was added to the system last year and what you have promised this year is only 123 kilometres. If you are to complete these works at this rate, then it will take you another 50 years or so. You should be able to complete 300 to 400 kilometres of railway track every year, so that you can complete the target set for the on-going projects.

In our own State, Himachal Pradesh, one railway line was started for construction by Shri L.N. Mishra at Amb in Una District of Himachal Pradesh on 22nd December 1974. It was with the approval of Dr. Parmar for bearing the cost of land that the project was started and the foundation stone was laid. This year only Rs. 2.5 crores are given for this line, which is not sufficient at all. I request that this line should be completed within the Seventh Plan itself, because it is the first broadgauge line to be constructed in Himachal Pradesh since Independence. Land for this line should be acquired immediately upto Amb, upto which point this project has been sanctioned. This should be done within this year, i.e. 1987-88.

In this connection, I would plead that land should be acquired for these committed projects well in advance because otherwise costs will escalate heavily. We all know that the price of land is going up. Whatever your sanctioned estimates are, upto that point you must acquire the land.

Similarly, there is the railway track upto Najargarh which should be connected

to Ropar-Nangal system. Our Chief Minister had got one project surveyed. This is a deposit project of Bilaspur-Ramgarh-Mandi and Nangal railway line and the project at Bilaspur is a remunerative one because a big cement factory has come up there. So, this should be treated as a project-oriented line and you should start constructing it very soon. In this regard I would suggest one new approach. When you give priority for the project-oriented line, the entire cost is borne by the Railways. When the Bhakra-Nagali project was constructed at the instance of Late Jawaharlal Nehru from Ropar to Nagali Dam, the railway line was constructed as a deposit work, as a part of the project. If some project is very important and very significant for the railways and for the nation, then let the project estimates include the cost of the railway line also so that later on when the project is completed, the assets and the track could be transferred to the Railways as was done in the case of Ropar-Nagali railway line, which was later given to the Railways. This would speed up the project.

Secondly, you have floated new bonds from which you are expecting Rs. 250 crores. A part of this money which will be available to you, should be injected into the new system.

Many other services are required like passenger amenities. I would request that for speeding up the mail and express trains in those sections where electrification is not immediately possible, you should resort to dieselisation. In your reply to the budget speech, you should give us a definite date as to the time by which you should be able to dieselise or electrify all the trains which you term as mail or express trains, so that no part of the country is allowed to have slow trains or trains which do not move properly.

Similarly, there are some other important problems. I would appreciate and also recommend the plea made by some members with regard to the concession given to the war widows. All the widows of freedom fighters including those of ex-INA personnel who laid their lives for the sake

[Prof. Narain Chand Parasbar]

of our country or struggled in their youth for the benefit of our country or struggled in their youth for the benefit of our nation and to bring freedom to our nation and are no more, should also be treated at par with war widows and this 75 per cent concession should be made available to them also. This facility should be extended not only to the war widows and widows of freedom fighters and ex-INA personnel but also—as mentioned by Shri Ajay Mushran to the widows of those Army jawans in Army, Navy, Air Force and Para-military force, who died not in war time, but while on duty inside the country in peace time. Because, it is not a widows's choice that her husband died, when he was operating in war. If he dies while performing his duties, it is an equally great sacrifice for her. So, this concession should also be extended and I would plead that various other passenger amenities which have been asked for Kangra valley railway and Nagaland-Rampur which are on the borders of Himachal Pradesh—require special attention. I welcome the various proposals and the one item that has inspired me most is that you have taken to your heart modernisation of the Railway Stations, and 67 Railway Stations have been selected for modernisation. I welcome the move to include Jalandhar here because it is a station for Jammu and Kashmir, Himachal Pradesh and Punjab and I would also plead to include more stations. Shimla has also been included, which is a good thing. I would request Mr. Scindia, through you that these model stations should be selected in such a manner and upgraded in a way that at least one station from each State is selected, as a first priority case and then the other stations.

Secondly, the conditions of the other stations should also be looked into so that the passengers feel that they are part of the nation and they are being looked after properly, as the railway network expands rapidly, covering all parts of the country by neglecting no State and it becomes really a symbol for national integration and a symbol of our forward march towards progress and prosperity.

DR. DATTA SAMANT (Bombay South Central): Mr. Chairman, Sir, the young and dynamic Railway Minister has presented the Railway Budget in the House in a dramatic way. I think with the resources available at his disposal, he has presented the Budget properly. If you consider all the aspects, about 92 per cent of the total receipts is spread over the operating expenses or the working expenses, and the remaining amount that is, i.e. about Rs. 1200 crores, has been distributed for electrification, laying of new lines and other things.

At present there are about 35 projects, for laying of new lines, for which about Rs. 1700 crores are required, but the provision made is hardly Rs. 143 crores. I think, with this speed, it will take about one decade—12 to 13 years, to complete the projects.

Everybody is supporting the hon. Minister for the proposal to lay additional lines. Apart from this, cushions are to be put on the Second Class coaches, which will take another about 3 to 4 years.

As per schedule, about 10 new trains to be added, all over the country this year, but the hon. Minister is adding only eight trains, from this April.

Sir, for conversion into broad gauge, a provision of Rs. 50 crores has been made in the Budget. For electrification, Rs. 183 crores has been kept in the Budget. For renewal of the tracks, very little share has been kept in the Budget. For the passengers a provision of hardly Rs. 9 crores has been made. Approximately 373 crores passengers travel every year in the trains. If you calculate all these things, it comes to only 3 N.P. I think it is very meagre.

There are certain points, which I would like to mention to the hon. Minister. Everybody is paying compliments for not increasing the passenger fares.

Last year you had taken about Rs. 1000 crores. The hon. Minister is so

fortunate that the procurement of wheat and rice went up by about 10 million tonnes. Because of this, goods transport had also increased last year.

Due to ban on the import of steel, last year, the internal transport of this metal also increased. Diesel prices have also gone up. So, all these things have come to the rescue of the hon. Railway Minister. He has shown that he has utilised well all the opportunities which have come in his way. So, goods transport have also gone up 300 million.

Apart from these things, I would like to point out certain things regarding the lay-over period of coaches of certain trains. For example, the 141/142 Express between Howrah and Madras its wagons are lying for 28 hours; for Geetanjali Express the period is 24 hours; for Lucknow-Delhi Express (which runs only for ten hours) it is 14 hours; for Deccan Queen in Maharashtra whose run is only for 8 hours, its coaches are lying for 16 hours. I think the Minister knows many more things. If the time-table is adjusted, they can be made to provide better transport.

The speeding up of the trains is possible e.g. of Frontier Mail, Kalka Mail, Grand Trunk Express, Bombay-Howrah Mail etc. I think their timings are the same for the last 20 years, inspite of doubling and improvement, dieselization, and speedy engines being brought in. Therefore, if some more study is done, I am sure the Minister will be able to give better service.

Sir, you are from Bombay. I do not know how the hon. Minister is saying that on account of Bombay passengers, there is a loss. Out of 373 crore passengers which the Indian Railways transport, every year, 130 crores i.e. one-third of the passengers are from Bombay, Bombay suburbs and people coming to Bombay from all over. So, the thing I am going to discuss is so important.

Bombay V.T. is not the station for Bombay people. Bombay Central is not

the station for Bombay people. It may be for Bombay, but people from everywhere are coming there. And all these stations are neglected.

Regarding Bombay VT's platforms on both the sides, some suggestions were made about eight years back. Expenses estimated are hardly Rs. 10 crores. The hon. Minister has spent Rs. 6 crores. But because of not incurring the expenses of Rs. 4 crores, all the things are delayed. I think this is a minor thing. The provision you have made viz. Rs. 1 crore is very little. Things are pending for ten years.

In Bombay Central for having offices upstairs, and doubledeck platforms, the expense is about Rs. 7 crores. It has been started only just now, and you have made a provision of only Rs. 10 lakhs. My suggestion is that the hon. Minister can look into these small things: Kurla-passenger terminal Rs. 24 crores are the expenses. Hardly Rs. 3 crores have been spent. You have now made a provision of about Rs. 3 crores, which is very little.

The whole route between Gujarat and Bombay is connected by the Western Railway. There we have the Vasai bridge, needs repairs badly. So far, you have spent out of Rs. 16 crores, Rs. 7 crores.

For Computerization, you have made a provision of only Rs. 40 crores. For Matunga-Parel workshop, you have provided only Rs. 1 crore. Regarding all these things, I would make a request to the Minister: in Bombay, you have spent hardly Rs. 20 crores. Bombay is becoming a big city.

Now about the Konkan Railway. From Roha to Ratnagiri, Sindhu Durga, Goa and Mangalore—on this line daily the State Transport buses are transporting about 5,000 passengers on one side, 200 to 300 buses are there. I know this because that is my native place. The State Transport buses are transporting about 5,000 passengers in one direction. And, therefore,

[Dr. Datta Samant]

though this area is not economically developed, there is need for this railway. Therefore, I request only for a survey to be done. Let him give this assurance; I do not bother if he is unable to provide money during 1987-88. Regarding this Konkan Railway project, I would request the hon. Minister to come with me. I will show him all this area. Since 5 000 passengers are travelling on one side every day, I request the Minister to do this.

Now about Mankhurd-Vasi railway line. I think you have made a provision of Rs. 4 crores. The total project is for Rs. 40 crores. Government of Maharashtra is going to spend Rs. 80 crores. It has come forward to do it by issuing debentures. You have so far spent about Rs. 8 crores. This Railway is going to return your investment within five years. You can compare this position with the railway lines in other areas. Within five years the whole of the investment will be recovered by Government. So, I urge upon Government to do this. They have started the work on bridge and other things. I have seen his letter saying that it will be done very quickly.

Now about Marathwada. The four railway lines including Aurangabad-Manmad in this area are pending since the days of the British. For all these lines, the provision made is hardly Rs. 3 crores. So, all the people of Marathwada are agitated about this. I request the hon. Minister at least to complete that project of Rs. 30 crores, viz. from Aurangabad to Manmad, and then Parbhani to Parna and Mudkhed. There is a provision of hardly Rs. 10,000. For the line between Latur and Miraj, I think Madam Indira Ji has made a promise twice to the people there. But not a single naya paisa has been allotted, as a provision for this.

Maharatwada-Maharashtra broad-gauge railway line is already there. The Maharashtra Government has written a letter to the hon. Minister saying that they are going to collect some money from the people and they are prepared to spend for it not for Manpar-Belapur. They have also

written a letter that from the employment guarantee scheme all the work of widening and putting up a line will be done by the State Government. When they have come forward and have written a letter to you twice, I urge the hon. Minister to consider these projects very emphatically.

As for as Konkan Railway is concerned, about 5000 passengers are going from Goa to Mangalore. Please consider this project and implement it. Thank you.

[Translation]

*SHRI RADHAKANTA DIGAL (Phulbani): Mr. Chairman Sir, I rise to speak a few words on the Railway Budget for the year 1987-88 presented by hon. Minister. During the past one year there has been remarkable improvement in the efficiency of Railways. The trains are running in time. I congratulate the hon. Minister for that. But it needs further improvement. I hope the efficient Minister Shri Scindia will pay proper attention to it.

While speaking on the Railway Budget I would at the out set like to speak about Orissa. Sir, I come from Phulbani district of Orissa which has not been connected by train so far. It is the most backward district in the State. The absence of railway line is the main reason for the backwardness of my district. The Khurda Road Balangir line via Phulbani was sanctioned at the time of our late Prime Minister Shrimati Indira Gandhi. She had visited Phulbani district during the last two days of her life. The local people had requested her to provide rail communication to Phulbani. The present Prime Minister Shri Rajiv Gandhi was kind enough to tour the district extensively. He has also realised the need to provide rail line to Phulbani. The survey work has started. The target date of completion of the survey work was 31-12-87. But it is regrettable that the survey work has not been completed so far. Another unfortunate thing is that there is no mention of this line in the Railway Budget.

*The speech was originally delivered in Oriya.

Sir, our goal is to establish socialism in our country. But in the budget more attention has been paid towards the development of urban areas. Unless the rural areas are connected by rail how can the objective of socialism be achieved in our country. As such, I urge upon the Govt. to expedite the survey work and on its completion necessary steps be taken for immediate construction of this line. In any case the construction of this line should be completed by the end of the 7th Plan.

Sir, there has been inordinate delay in the establishment of second railway division at Sambalpur in Orissa. The project was sanctioned two years ago but no further progress has been made as far as the functioning of this new railway division is concerned. A conspiracy was hatched by some vested interest to shift this division from Sambalpur. However, that situation no longer exists. The hon. Minister has assured us that this project will not be shifted to any other place. But I request the Minister to provide adequate funds so that necessary works for the railway division could be started soon.

A word about Talcher Sambalpur line. I am happy that the construction work has been started. But the progress is very slow. If this line is completed the Western Orissa will be connected by rail with coastal Orissa. I hope that the Minister would provide adequate funds so that this line is completed soon.

Now, I take this opportunity to congratulate the hon. Minister for making satisfactory progress in the construction of Koraput Raigarh line. The transport of machinery to Asia's largest aluminium plant at Damanjodi will be easier on completion of this line which will pass through Koraput a district predominantly inhabited by tribals. The hon. Minister has made special provision and thus helped to expedite construction of this line. Therefore, I congratulate him.

Now, I would like to give a few suggestions to the Minister and conclude my speech. Some hon. Members have referred to Delhi-Puri bound Nilachal Express. The

catering service in this train is not satisfactory. I request the hon. Minister to direct the concerned authorities to improve the catering service. There have been incidents of dacoities and theft in this train. In order to check such activities and to provide security to the passengers I suggest to the Minister to introduce night patrolling system in all the compartments of Nilachal Express. The performance of railways in respect of freight traffic during 1986-87 is very satisfactory. The number of railway accidents have been reduced. The Minister has taken necessary steps to improve the overall performance of the railways. Therefore, I congratulate him and support the railway budget wholeheartedly.

Lastly, I thank you for giving me the opportunity to take part in the debate and conclude.

SARI RAM SAMUJHAWAN (Saldpur):
Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to speak. All the Members have wholeheartedly welcomed the Railway Budget for 1986-87 presented by the hon. Railway Minister and have conveyed their thanks to him. I also convey my thanks to him. The Budget, which he has presented, is a well balanced and progressive one. In this Budget, the passenger fares and the freight rates have not been increased. He deserves our congratulations for this. We congratulate him also giving concessions to the handicapped, farmers, the youth and the war widows.

I would like to say something about my constituency. Since the time of Shri Kamalapati Tripathi there is a metre gauge line in the area. One line runs from Varanasi to Bhattani and Gorakhpur and another from Varanasi to Ghazipur, Ballia and Chapra. At that time work on the conversion of this line into broad gauge line was started and lot of work had been carried out. A lot of work relating to earth work and construction of bridges and culverts has been completed but it seems that no further work will be carried out. People were hopeful for the last many years that the work will proceed further but their hopes did not come through. I demand that tracks should be provided there immediately for converting this line into broad gauge line.

[Shri Ram Samujhawan]

The other railway line runs from Jaunpur to Oudihar and its distance is 65 km. This is a very old line. But unfortunately all the stations on this line have been converted into halt stations. Only Faterbi station has got the status of a full fledged station. There is no provision of signal. Nor there is any system at the station through which the passengers may be informed of the arrival and departure time of the trains. This is a very backward region. I want that all these stations may be restored as a full fledged stations and the passengers should get facilities they used to enjoy earlier.

16.00 hrs.

There is a crossing between Chandwak and Kerakat on a turn over near Kerakat. So far as I remember, at least 15 persons, whether they were travelling by bus, truck or jeep, have been killed on this spot in the accidents during the last three years. Recently, an accident took place there on 30th in which two persons were killed. They were carrying horses loaded with goods. The horses also died in the accident. I would like that the crossing should be constructed in such a way that accidents do not occur here.

Very poor people live in Ghazipur, Jaunpur, Ballia and other eastern districts of Uttar Pradesh. They go for work in other cities to earn their livelihood. A good number of people from these districts live in Bombay. I would request that train facility should be provided to them. At present, they come to Varanasi for boarding Mahanagari or other long distance trains for going to Bombay. I would request that the Mahanagari train be extended upto Jaunpur so that the people of that region may get facility to go Bombay to earn their livelihood.

I would like to make a demand that a train should be introduced for going to Gorakhpur or to Chapra from Jaunpur so that the passengers may reach there in time. I have told you about the metre gauge line.

With these words, I express gratefulness to you and congratulate the hon. Minister

for presenting such a good Budget. Everybody has praised him and I share the same feelings and hope that the Railways will continue to make progress.

SHRI NARENDRA BUDANIA (Churu):
Mr. Chairman. Sir, I am grateful to you for giving me an opportunity to speak. Our youthful Railway Minister has presented a very good, attractive, people's welfare oriented Budget which has been praised in every quarter of the country. All the hon. Members in this House have praised this Budget. I also praise it and give my support to it and convey my thanks to the hon. Minister.

So far as the improvement in the Railway administration is concerned, the officials and the employees have become efficient. I would like to submit through you to the Railway Minister that there are many regions in the country which are backward and where there is need to provide railway facilities. The poor people of those regions are still deprived of the railway facilities. Therefore, there is urgent need of providing railway facility there. I have also been elected to this House from such a backward region. I would like to place here the points necessary for the development of the eastern region of Rajasthan. The hon. Member has mentioned about providing a number of new railway lines and new railway trains but I would like to say that between Jodhpur and Delhi the same train Jodhpur Mail is continuing which had been started before our country achieved independence. No new train has been introduced thereafter that. People have been making demand for the last 15 years that a super fast train should be introduced from Jodhpur to Delhi. If a train from Jodhpur to Delhi via Churu is started that entire area will be covered and the people will be benefited greatly.

Besides this, people from all the regions are making demands vociferously that new railway lines should be laid in their areas. There are some places in our area where the people have not even seen railway line and the train. In our Churu region, Taranagar is a tehsil headquarter and an Assembly constituency which has not been linked with the railway line. Due to this, development is not taking place in that

region. I would like that for the development of this area, a new railway line should be constructed from Churu to Taranagar and Taranagar to Nohar.

Similarly, I have some more suggestions. For example, if the present local trains are extended a bit further that will not entail any extra expenditure whereas the people of that region will get some more facilities. I have been making representations that in our region that a local train—First RM and Secodd RM—runs between Merata City to Ratargarh. It reaches there in the morning and remains there till evening. If this train is extended upto Churu district headquarters, it will facilitate those people who cannot reach Churu district headquarters even after spending a lot of money. In this way four tehsils will be linked with the district headquarters. I have received the reply from the Railway Minister but it appears from it that the officials have not given him correct information. They have told him that there is no terminal facility. I would like to tell you that I have myself seen that terminal facility is available there. Therefore, the train should be extended upto Churu. The Railways will earn lakhs of rupees from it. The Railways will not have to spend a single paisa.

Another train runs between Hanumanagarh of Ganganagar district and Rajgarh and if it is extended upto Churu and is given connection with the train which runs from Churu to Jaipur in the evening, it will benefit lakhs of passengers who travel in this train. Mr. Chairman, Sir, my constituency is the most backward desert region. Large number of people are unemployed there. There are no employment opportunities. The hon. Minister should pay attention towards it. Our hon. Prime Minister visits the backward areas of the country to take stock of the situation. He has resolved to bring the poor above the poverty line and give them employment opportunities. In my area there is no industry. There are no employment opportunities. If the Government sets up a railway coach factory there, it will provide employment to thousands of people and lead to the development of that region.

Now I would draw your attention towards the reservation facility in my constituency. The people of my area who

travel to Assam and Calcutta for business and other purposes have to face considerable difficulties because reservation facilities are not available here. In my district there are three very large Tehsils, namely, Dungargarh, Rajgarh and Sujargarh but reservation facilities are not available here. I want to suggest that the Bikaner Mail at Dungargarh, the Ganganagar-Jaipur Express at Rajgarh and Jodhpur Mail at Sujargarh should be provided with a reservation quota of additional 40 seats. This would benefit the people of the area.

In my constituency, the railway lines were laid in the pre-Independence days. In those days the railway tracks were laid on the paths which linked one village with another. Thus the roads became closed to the villages and there were no thoroughfares left. Earlier people made use of bullock-carts or camel-carts for travelling. But now the Railways have closed the paths by laying sleepers. These were laid some 4-5 years back on account of which the people are facing lot of difficulties. The hon. Minister has presented a very fine Budget which will benefit the poor. Hence, rural poor have also to be taken care of. These people have to walk more than ten miles to go from one village to the other due to this railway line. Accidents also occur frequently because people want to take a shorter route by walking across the sleepers. You may have heard about the serious accident in my area in which about 22-23 soldiers were killed. The reason was that the route was closed by the sleepers. When the soldiers' truck was trying to cross the railway track, they were crushed to death by a running train. The rule is that the State Government should provide half of the expenditure on laying of the railway tracks. My submission is that the Railways should bear the expenditure while constructing the railway line on the paths which existed there before the railway track was laid. I want to submit further that an unmanned gate should be installed there. We do not want that a sentry should be posted at the gate or any other sort of expenditure may be incurred. I would request you to provide facilities to the villagers to enable them to drive motor cars and camel carts from there. It would be a great relief for them.

[Shri Narendra Budania]

I want to submit one more point. In my area, a local train used to run between Rewari and Bikaner which has been cancelled. It was a very important train the cancellation of which has created a great deal of discontentment among the people. We tried to make the people understand that it has been done for defence purposes. But now that issue is no longer valid. When we repeat the same thing now, the people think that we are telling them lies. Hence I would request that this train should be restarted immediately so that the people could avail of this facility once again.

Again, in the Budget for the year 1987-88, you have taken a good decision to open 50 halt stations in the rural areas. I want to submit that there were some stations in my area where trains used to halt but now they no longer stop there. Talchhapur is a large town where the train going from Jodhpur to Delhi used to halt. However, for the last four to five years this train does not stop here due to which the people of this area are facing lot of difficulties. The Railway administration's plea that it is not feasible to stop the train there is not relevant. I would request you to arrange for stoppage of the Jodhpur Mail at Talchhapur once again. Similarly, the people have been demanding for quite some time for stoppage of the Link Express at Dudhwakhara. I want to submit that the Bikaner-Delhi Express should halt there for the benefit of the rural people.

I thank the hon. Minister once again for presenting a surplus Budget which would provide more facilities to the passengers.

[English]

SHRI BALWANT SINGH RAMOO-WALIA (Sangrur) : Quite a large number of my colleagues from the ruling party have spoken on the Railway Budget with a heavy dose of appreciation. So, I think I need not again appreciate the Budget. I shall only put the difficulties and requirements of Punjab and the country as a whole.

I will request the hon. Minister to electrify the railway track between Delhi and Amritsar and between Delhi and Ferozapur because both these tracks are of vital importance so far as national interests are concerned because foodgrains are to be carried, lifted and taken from Punjab to other parts of the country. The Punjab Government had been pressing the Government of India and F.C.I. to lift the foodgrains. During the last one year the foodgrains purchased by the agencies of Punjab on behalf of the Central Government are lying in un-covered godowns. 50% foodgrains are lying in the covered godowns and 50% are lying in un-covered godowns and the mystery and injustice is that the Punjab Government which is the only purchasing agency had to pay Rs. 25 crores as demurrage to the Railways and other agencies. So, something should be done so that the foodgrains are lifted.

New wagons and new trains should be kept at the disposal of the Food Corporation of India to do this job. FCI puts the blame on the Railways. They say that they are not getting co-operation from the Railways.

At Kapurthala, a coach factory was given to the Punjab Government with the purpose and object of giving more employment to the local people. So, I will urge upon the hon. Minister to see that the completion of Kapurthala Railway Coach Factory is expedited and more people from the local areas are absorbed. Sir, my colleague just now mentioned that the trains were cancelled in Rajasthan, Haryana and Punjab. Now that the uncertainty about the defence preparedness and what is in the minds of Pakistan is over, I will humbly request the Government kindly to restore the cancelled trains in these States.

In this context, I would like to mention that Sardar Barnala, Chief Minister of Punjab, has written a number of times to the Railway Minister for the construction of an over-bridge at Barnala Town, his native town. Sir, Sardar Barnala is a bridge between the forces of national unity and integrity and secularism. Why not a simple bridge is sanctioned and constructed

in his native town? I think Mr. Ranga and other senior colleagues in this House would agree with me. Therefore, Sir, this bridge should be sanctioned and taken up at the earliest.

Sir, there is a problem of unmanned railway crossings in many places in Punjab. Of course there are a large number of unmanned railway crossings throughout the country. But in Punjab the problem is more serious because most of the farmers in Punjab have adopted mechanisation in agriculture. There are a large number of tractors and trolleys which are used by these farmers and while moving these tractors and trolleys in unmanned railway crossings, great risk is involved. We read in the newspapers that there is an accident happening at the unmanned railway crossings involving either a trolley or a tractor being crushed. So, Sir, this aspect should be taken into account and therefore these unmanned railways crossings should be changed into manned ones. I visited Patna recently and I have been told that certain land properties of the Railways have been forcibly occupied by the Bihar Police. This should not be permitted and every effort should be made to vacate those lands belonging to the Railways.

Sir, coming to the G.R.P., I may point out here that the G.R.P. should be made answerable to the Railways. Now, the general trend is that those who are unfit are sent to G.R.P. If somebody is posted in G.R.P., he feels that he has been given the maximum punishment. This is how they take the transfer to G.R.P. There is so much corruption and mismanagement prevalent here. I don't blame them very vaguely but I would say that they should be made fully responsible and the G.R.P. should be made answerable to the irrespective General Managers (Railways).

Sir, in regard to the agitations of the Station Masters, I would urge upon the hon. Minister kindly to have negotiations with them who are on hunger strike unto death and do justice to them. With these words— with some hope that the Minister will do for

Punjab—I thank you Mr. Chairman for giving me the opportunity to speak.

[*Translation*]

SHRI GANGA RAM (Ferozabad) : Mr. Chairman, Sir, the hon. Minister's Budget for the year 1987-88 is laudable and is being appreciated every where. I would congratulate him for it and I am one with the House in congratulating him. But I expect that he would further accelerate the pace of work in this Ministry and bring about improvements in its various wings. These are my hopes and aspirations.

It is a matter of great delight that the hon. Minister has presented a surplus Budget of Rs. 69 crores in the House. However, my friends from the Opposition have somewhat criticised it by saying that taxes worth Rs. 1000 crores had already been imposed in December 1986. In this connection, one of my colleagues has clarified that it was essential to do so in view of the increased burden as a result of the Fourth Pay Commission Report. Thus, there does not seem to be any reason for criticising it.

The most satisfying fact is that out of the surplus of Rs. 69 crores, about Rs. 5.07 crores would be paid towards General Revenue and sufficiently increased amount of Rs. 9.20 will be adjusted in the Depreciation Reserve Fund Contribution. It will be a great achievement by the Railways.

In the Budget there is also a provision for the establishment of the Indian Railway Financial Corporation. This Corporation will have an authorised capital of Rs. 200 crores and paid up capital of Rs. 50 crores. We hope that like the two other corporations of the Railways in the Public Sector, namely, RITES and IRCON, this one would also prove beneficial for the people and the nation.

The Railway Minister has started a very good system of disposal of pension cases. I am a member of the Advisory

[Shri Ganga Ram]

Committee of the Department of Personnel where pension cases are dealt with. Therefore, I am aware of the situation. Railway Ministry has started the Pension Courts with the assistance of the Personnel Department of the Government of India. The Department is assisting in the early settlement of the pension cases of the retired employees of the Railways and it would continue to do so in future. I congratulate the Railway Ministry for it.

A little while ago, my friend Shri Bhola Raut had made his submissions in regard to the reservation in posts for the Schedule Castes and Schedule Tribes. In the matter of reservation of jobs for the Schedule Castes and Schedule Tribes, the Railway Ministry has taken a laudable step by deciding to clear the backlog. The hon. Minister has promised to look into the system of reservation in the area of promotions as well. In the year 1985, I had once informed the hon. Minister in his office that we are getting complaints of harassment to the Schedule Caste and Schedule Tribe employees and had suggested that a special cell should be established for the purpose by the Railways but no action has been taken on it till now. I would request that a special cell should be set up so that we have to write lesser number of letters to the hon. Minister and the grievances are redressed there.

Sir, I want to request the hon. Minister that the second class coaches are in a miserable condition. We have to improve it. Similarly, increasing number of incidents of crime are being committed which should be controlled. Special efforts must be made in this regard. In the Budget, special provisions have not been made to control such incidents. However, provisions are there in the Budget to provide comfortable cushions in all the old sleeper coaches. As it is, the condition of the seats and berths of the second class coaches is deplorable. The hon. Minister may sometime see it for himself by travelling in a second class coach.

Sir, In this connection, I would like to submit about the miserable condition of the Avadh Express. I have informed the hon. Minister about it several times in the House and through correspondence. The

condition of the Avadh Express, which passes through Lucknow and Agra to reach Kota, is extremely miserable. I myself have travelled by that train several time. The door of the first class coaches cannot be bolted and they are almost falling down. Although some repair work has been done recently, the situation has still not improved much. I want to request that special efforts should be made to improve the situation. Again, although this train is an Express, it becomes a passenger train between Lucknow and Kanpur and from Tundla to Agra and Kota.

It was said earlier that the line between Tundla and Kota will be electrified soon which would increase the speed of the train. I would request you to ensure that this train runs like an Express between Lucknow and Kanpur and between Tundla and Kota and wherever there is need, electrification may be done.

I have written several times and have also submitted in the House that an A/C Two Tier compartment with at least 40 berths should be attached to the Avadh Express which would benefit the people.

There is a provision in the present Budget to develop 67 railway stations into Model stations which is a good step. I hope that Agra, the city of Taj Mahal and a centre of tourist attraction, has been included in the list. If it has not been done, then it may kindly be included.

I am grateful to the hon. Minister that provision has been made for one side stoppage at Firozabad of the Magadh Express which is a super fast train at the request of the representatives of the people. But the train does not stop during the return journey. This is a small matter which should be examined and provisions made for its twoway stoppage.

The Gomati Express does not stop at Tundla junction whereas it halts at Aligarh. We have been urging again and again that it should halt at Tundla but we have not been successful so far. I would request you to pay immediate attention to it.

My area, falling within the Chambel Valley, is a dacoit infested area. The Railway Ministry has approved a railway line from Etawah to Guna, a similar type of area. There appears to be no reason

as to why the old railway line from Agra to Bah cannot be relaid on our request and also on public demand. Attention towards this should be paid as it will put a good impact on the manifold problems of this backward area.

With these words I express my thanks to you for giving me time.

SHRI JAGANNATH PRASAD (Mohanlalganj): Mr. Chairman, Sir, I am grateful to you that you gave me time to speak while welcoming the Budget presented by Shri Scindia. I congratulate him for presenting a Budget which is good for all. I also congratulate Shri Scindia for the reason that he took action on all the letters that were written by me, and might have been written by other Members also, and replied to all of them. All the hon. Members of this House, who spoke, showered lot of praises on the hon. Minister and I also share their feelings. At the same time, I would like to suggest a few things about my area and my state. [16.34 hrs.]

[SHRI ZAINUL BASHER in the Chair]

Unnao is a very old station in Uttar Pradesh where the platforms are not quite long. To-day's large sized trains stand far away from the platform for which the passengers face difficulties. I suggest that the length of these platforms may please be increased.

Outsiders have encroached upon the surplus land of the railway at Unnao about which I had sent a letter to the hon. Minister. He was kind enough to write to the department to remove these encroachments. The concerned department had also intimated that they would get the encroachments removed but these have not been removed so far. It is feared that this would cause a heavy loss to the Railways. It is my request to you to protect the railway land.

I want to make one more small request to you. Long back, the 30 Dn Delhi-Lucknow Mail used to stop at Sandila and Balaman but now its stoppage has been cancelled as a result of which passengers face lot of difficulties. I request that to order that this train must stop at Sandila and Balaman stations again. I had sent a suggestion to you that the metre gauge line from Budhawal to Sitapur may

be converted into a broad gauge line so that the railway line between Gorakhpur and Delhi becomes a direct broad gauge line. Perhaps, you have got the survey conducted for this. It would not involve much expenditure and it would save a lot of time of the passengers.

The Lucknow workshop is a very old workshop. The machinery brought here recently is of the latest technology. It requires extensive training to handle it. Therefore, the Railway Department should send their personnel for training. I hope that the hon. Minister would pay attention towards it and benefit the country by engaging the personnel on the latest technology machines.

In Alambagh in Lucknow, the railway land has been sold to the L.D.A. which has resulted in huge losses to the Railways. I would suggest that whatever surplus railway land is lying in Charbagh, Bendari Bagh and Alambagh, staff quarters may please be constructed on it by forming a society of the staff members. This would result in proper utilisation of the railway land.

There is a very big hospital in Charbagh, Lucknow. It belongs to the British era. It is very small one. The staff strength there is about 22 thousand. As and when some particular disease afflicts the staff, they have to come to Delhi. I suggest that more beds may be provided in this hospital and advanced arrangements should be made there so that the patients have not to come to Delhi.

I am grateful to the hon. Railway Minister for constructing an overbridge in my constituency at Kakori and Alamnagar. Its construction has been very good.

The concession that you have given to the war widows is also a welcome step. Similarly, you should also give facilities to the widows of the freedom fighters. I think the matter is under your consideration. It may please be approved early.

The ex-M.P.s of both the House face lot of difficulties. Therefore, travelling facilities should be extended to them also. As the ex-M.L.As in the Assemblies are getting facilities, the ex-M.P.s may also be given the same facilities.

I once again congratulate the hon. Minister for presenting a very good Budget which is in the interest of the country.

SHRI LALITESHWAR SHAHI (Muzaffarpur) : Mr. Chairman, Sir, through you, I want to draw the attention of the Railway Ministry towards some important points. It is a fact that after a long time a Budget has been presented before us which is not a deficit budget but a surplus one. I congratulate the Minister for this. I also congratulate all his staff members through him as they have created a very good atmosphere. But the points I want to present before you relate to future. The pace at which the traffic is growing in India and industrialisation is taking place, we have to make planning from that angle and new railway lines will have to be laid at those places where demands have been made. Keeping these three points in view, we will have to consider how to mobilise the resources in future so that we are able to lay more and more railway lines.

The Hon. Prime Minister has said that there is buoyancy in the capital market and in the economy. It is true. The capital issues of the projects of the public sector or the private sector are being over-subscribed. Are the Railways thinking of taking advantage of this situation of over-subscription for themselves? Because, the Railways says that they do not have money, they are short of resources and as such they cannot lay new lines. On the other hand, new railway lines are required. These two situations should be co-ordinated. There should be a scheme for this so that the advantage of the buoyancy in the capital market could be availed of for the expansion of the Railways. Therefore, I would like to give a very minor suggestion that there is a lot of buoyancy in the capital market, there is money in the banks, there is money with the private individuals. As such a consortium may be constituted by combining all these and arrangements should be made to entrust them small stretches of separate railway lines measuring 60 kms, 70 kms. or 100 kms at different places for their construction. Any project would be for 9 or 10 years during which period the capital will be realised. Thereafter the property will go to the Indian Railways. It should be scrutinised. Otherwise, the pace at which we want to proceed will not be achieved. These are my views which I deemed fit to express.

Secondly, the entire world wants to run faster. For example, recently, the Managing Director of Telco went to Japan to see the Honda company where he asked what was the inventory. They replied that the inventory was zero. Goods arrive at 11.30 and are used during 12.00 clock shift and vehicles are rolled out. In our country, we have to keep the inventory for 3 months because there are lot of hurdles in the way. Sometimes the train does not reach, sometimes truck is withheld, sometimes it goes out of order. Therefore, we cannot think that these goods will come in such a manner and we may function with no-inventory. But, when we are to take the nation forward, we will have to accelerate the pace. We have to create infrastructure so that all these hurdles are overcome. Therefore, in that context, we must think of some fast running trains also. If we start thinking from today, we will be able to implement them after 5 years. Some people live in illusions and some people keep dreaming. But in some cases these dreams are translated into reality. If we do not think of a good thing for future, how will we be able to achieve it? Then can we not think that after five years, bullet trains will be running in our country at a speed of 200 kilometers per hour and we would cover 200 kilometers within an hour. Therefore, we will have to think and plan about future. Then only we will be able to achieve anything.

There are few other things. For example, it is proposed to provide Rs. 3.84 crore this year to the Diesel Locomotive Works, Varanasi but the production target will remain the same as it was earlier. It is not clear why it has not been increased? It has been stated that 670 route kms. will be energised and 11 more electric locomotives will be produced by Chittaranjan Locomotive Works which would be inadequate to cover 670 kilometres. There is no mention as to whether you are going to import or not? This shortcoming came to my notice. I want to know about this from you. I hope the hon. Minister will be kind enough to tell about this in his reply.

There is one thing more which has not been mentioned. Our income has increased, haulage has increased, our administrative development has been good but a lot of the Railways' money is drained off towards the

and claims. Nothing special has been said in this regard. It is possible that the hon. Railway Minister may throw light on this in his reply.

So far as the administration is concerned, previously there used to be kings; now it is democracy. It is the function of the administration that it should realise money wherever it is possible and distribute where there is a need. But what is the position of the Indian Railways? Suburban traffic consists of 54 per cent. The income is 11.7% i.e. about 12 per cent from 54 per cent suburban traffic. I am talking of passenger earnings and earnings from second class passengers are 77 per cent. The Railways are not giving attention to that sector which contributes 77 per cent earnings. This I will tell you later on as to how it is happening.

Now I will say few words about my constituency. I am afraid that as it is a National Assembly such thing should be avoided, otherwise it may be said that matter concerning a specific State is being raised. But the matter is such that one is constrained to raise it. Some years ago one third wheel movement of this country used to start from Bihar for coal fields and iron ore fields. At that time 40 per cent minerals were being extracted from mines of Bihar. Now that 40 per cent has been reduced because coal mines have been found in other states also. Coal fields have been found in Singarauli and in Madhya Pradesh also Western coalfields have come into existence. In other places also bauxite has been found. That 40 per cent might have been reduced to 35 per cent now. But what is the condition? The situation is such that 56 per cent track of Eastern Railways is in Bihar but when it is proposed to introduce new trains, Bihar is neglected.

Ranchi-Jamshedpur-Dhanbad are such three stations from where trains bound for Calcutta and Patna leave almost at the same time. You need not read the sign board to know which train will leave for Calcutta and which for Patna. The bogies, which are condemned, whose colour has faded, which are in a worn out condition, from whose roofs water leaks, which have no lights and whose windows do not close, then

take it that it is bound for Patna and the bogies which are well painted and clean indicate that the train is bound for Calcutta. This is the definition which applies there. It will not be proper if I do not mention the situation prevailing there.

So far as the schemes are concerned, our schemes come under four categories. Sanctioned schemes, surveyed schemes and the schemes whose potential is good and those schemes whose survey should have been carried out but has not been conducted. We can take schemes of any category like Samastipur to Darbhanga conversion of broad gauge line—sanctioned scheme, Chitoni bridge—sanctioned scheme Electrification of Shri Rampur to Mughalsarai—sanctioned scheme. You will find that a token allotment of Rs. 1,000/- is made to any type of these schemes, whether it is conversion scheme, electrification or restoration scheme. This thing has been going on for the last 3 to 5 years. I would like to request you that this token allotment of Rs. 1000/- in the case of Bihar should be done away with and the work worth to be taken up should be started. If you cannot complete four schemes, then complete one scheme. But do not neglect them in this way;—this is my request to you.

Another thing is that all trains coming from different State capitals arrive in Delhi city between 6 a.m. to 10.15 a.m. If you want I can name them. Only the Magadh Express from Patna arrives here at noon. When we write about it, we are told that commuter service is crowded and the track is not available. Not only I but many persons have received this reply. I would like to ask when Shri Dandavate introduced train from Pune was the track available? When Lalit Babu introduced Jayanti-Janta, was the track available? When Kamalapati Tripathi introduced Mahanagri and Ganga-Kaveri, was the track not busy at that time? When Shri Scindia extended Taj Express upto Gwalior, was not the track busy at that time and when Bansilal introduced Himalayan Queen up to Bhiwani, was the track available? When all the tracks are busy, how these trains were introduced? Why our train has not been introduced? This is being done only in the case of Bihar. When we write letters, we get evasi

[Shri Laliteshwar Shabi]

reply that the track is busy. You make the track available. Set up a new terminal station at Dalhi near Jamuna river like the one at Nizamuddin. The population of Patna is 20 lakh. It should not be neglected in this way.

Now I will come to the survey. Surveys of Ranchi—Hazaribag—Girdih area, Lohardaga—Tohari, Muzaffarpur—Sitamarhi region, Arrah—Sasaram area has been carried out. For electrification, survey of Gomu-Gomia, Baraka Kana, Garwa, Dehri—Sone has been carried out. The electrification of track of Sri Rampur-Mughalsarai is a sanctioned project. So far as the question of traffic is concerned, traffic on Gomo, Barka-Kana, Garhwa north line accounts for 30 million tonnes gross Kilometers. The biggest coal field exists in Bihar which is 62 km. long and 32 km wide. The Government gets maximum revenue from here but this too has not been mentioned anywhere. I recall an Urdu couplet—“*Tanzul ki had dekhana chahata hum, ki shayad wahin ho taraqi ka jeena*”. If you want to totally neglect us, we don't mind it but you should pay attention towards it. But how much more you will neglect us? So far as the survey report is concerned, this work is also carried out by your Department. Survey of Dehri, Banjari, Pipardi was carried out but the reply came that it is not viable. The Government of India has sanctioned a Rs. 40 crore scheme of Pyrite Phosphate Chemical Limited and work has been started and it has indicated that there will be so much load but there is no mention of it in the survey report. If full survey is not carried out, how will it be viable? Both things are in your hands. As you are ringing bell, I will conclude my speech by reciting a couplet:

“*Mehfil unki, saqi unka.
Ankhen apni aur baqi unka*”.

[English]

SHRI GOKUL SAIKIA (Lakhimpur): Mr. Chairman, Sir, in participating in Railway Budget of March 1987, I must say that the Railway Budget has not served any purpose for the general people of Assam. No doubt a new train has been introduced from Gauhati to Cochin yet this train will help only the outsiders and the rich people of Assam.

The Railway Minister is aware of the fact that railway is the only means of communication in Assam but no new extension has been made.

Secondly, there has been no proposal to extend the railway to the seven neighbouring States. Railway in the seven neighbouring States is required not only to serve the people but is most essential during external emergency for military purpose.

Due to lack of 'flyovers' in various railway crossings of Assam, numerous accidents have occurred which many people lost their lives. For instance, on 11th September 1986, a great railway accident occurred in my constituency which claimed 38 lives as there was no provision of closing the gate at the railway crossing to control traffic, nor any chowkidar was appointed to control the traffic.

I personally visited the spot of accident and on enquiry it was confirmed that the accident occurred due to railway authorities negligence, but no compensation was given to the victims.

The railway station of North Lakhimpur Assam is established in such a place where a railway crossing exists on the main road which leads to Lilabari airport, the one and only civil hospital, and schools. Due to lack of flyovers, the railway crossing remains closed for most of the time which causes great inconvenience to the passengers going to the airport, school-going students and patients going to the civil hospital. Last month, on 26th January 1987, an advocate's wife expired as the blood required for her life could not reach the hospital in proper time due to the railway crossing being closed. The railway station of North Lakhimpur is the last station—there being no railway track beyond that. The railway station has been established where main road exists; so either flyover is essentially required or the railway station should be established in some other place.

I regret to inform you that the speed-limit of the trains plying in Assam is very slow, that it never reaches its destination in time which causes great difficulty and inconvenience to the passengers. For instance, the train from Guwahati to Delhi, which

covers 2050 miles, takes 40 hours, but it takes 10 to 12 hours from Guwahati to Lakhimpur, Guwahati to Tinsukia which is only 200 to 250 km.

The second class passenger suffer a great deal while travelling as unauthorised and ticketless travelling predominate and cause great rush and over-crowding. The compartments are also very unhygienic as water from the bathrooms flow into the compartments.

The condition of the waiting rooms is very poor. Lack of proper security and electricity cause great inconvenience to the night train passengers.

16.58 hrs.

[SHRIMATI BASAVARAJESWARI
In the Chair]

Apart from all these shortages, the long-standing demand made by the people of Assam for a railway division at Rangia has been overlooked.

Previously there was a great agitation demanding a division at Rangia, but due to the negligence of the Central Government, till now no concrete proposal has been made. If the railway division at Rangia be established, apart from the communication, it would have also solved the unemployment problem of the people of Assam.

The Railway employees of Assam are also facing accommodation problem. The housing facilities available are not adequate. Lack of water supply and electricity are predominant difficulties. So, the adequate facilities be provided to the employees as lack of facilities will decrease the incentive to the railway service.

In conclusion, I must say one thing that unless and until the Central Government extend some concrete and practical help towards development of railways in Assam, the people of the State of Assam will not be satisfied. Thank you.

[Translation]

SHRI MANVENDRA SINGH (Mathura) : Madam Chairmen, I welcome this Railway Budget whole-heartedly and also convey thanks on behalf of all the

people to the Railway Ministry for presenting such a unique and extraordinary Railway Budget. I think it is for the first time that a Railway Budget has been presented in which railway fares have not been increased and a special relief has been provided to every section of the society.

17.00 hrs.

One characteristic of the Railway Budget is that "an important feature in the finance of the railway investment in the Seventh Five Year Plan is the creation of higher internal resources in sufficient quantity by the Railways itself." Through this Budget the Railway Minister has made promise to this House and to the people of this country that he will remove deficiencies in the departments of Railway Ministry and will link the profits earned by it with the economy of the country.

I would also like to read out two lines which show that the Indian Railways have made their distinct place in the world in the matter of loading of goods. He has written that "the Indian Railways are amongst the leaders in the world in freight capacity utilisation leaving behind almost all railways even of the developed world." This is a matter of great pride for us. The hon. Minister has also said that "each month of the year 1985-86 was an all-time record for freight loading for that particular month in the history of the India Railways."

I am of the view that the Indian Railways with their activities and the schemes that have been formulated, will accelerate their development and will constantly set higher records,

Besides this, the facilities provided in this Budget by the hon. Minister are quite praiseworthy. He has worked out a programme for providing cushioned berths for the passengers of second class compartments which is also praiseworthy. It will make the journey of second class passengers more comfortable. He deserves our congratulations for this also since majority of the people in India travel by second class. They should be provided maximum facilities. Making of such provision by the hon. Minister is also a welcome step.

[Shri Manvendra Singh]

I would like to congratulate the hon. Minister for reduction in the number of railway accidents in the year 1985-86 by 11 per cent. In comparison to the last year the percentage of the accidents between April 1986 to December 1986 has been reduced by 12.7 per cent. Another thing is that the amount of compensation in accidents has been doubled by making it Rs. 60 crore in comparison to Rs. 30 crore last year. I congratulate him for this also.

I would like to give some suggestions also. I would suggest that a separate railway division may be created for suburban railways. I had urged for this during discussions on the Railway Budget last time also. Large scale industrialisation has taken place around big cities and capital towns as around Delhi, the capital of India. Thousands of industries have been set up and new industrial areas have been established. Lakhs of commuters travel by trains to reach their place for work. Due to the inadequate train facilities, people have started living in big cities resulting in the continuous increase of the population, shortage of houses and inadequacy of transport facilities in these big cities. If more and more suburban trains are run, these problems will be lessened because the commuters coming from Mathura and Agra will be able to go back in the evening daily. These trains should be fast trains.

I have one suggestion to make. The population of Mathura from where I come has increased. In view of it bridges should be constructed there. I want the hon. Minister to get the necessary survey conducted in this regard. With the increase in population traffic has increased as well. Consequently, traffic jams have become a daily feature which create serious problem. Apart from that, I am grateful to the hon. Minister for having made allocations in the Budget for Mathura-Alwar railway line. I want the allocations to be increased in order to accelerate the pace of work and to connect Rajasthan with Uttar Pradesh.

Madam, along with it, I want to suggest new railway line for Mathura. I would request that this line should go upto Aligarh via Chhatta, Shergarh and Naujhil. The river Yamuna divides Mathura into two separate districts. On one side there is Central and

Western Railways which cover Delhi, Bombay traffic and on the other side falls the Gaziabad-Tundla-Calcutta line. A barren stretch of land measuring several kilometers lies in between. I would suggest that this area should be surveyed in the near future and a new railway line should be laid.

Madam, I would also like to submit that a new train called the Malwa Express has been started. I have requested several times in this connection that Mathura is a place of pilgrimage and a large number of pilgrims come here from Madhya Pradesh. Therefore, a halt for this train should be provided at Mathura. Again, the hon. Minister has mentioned the setting up of Model Stations in the Budget. Mathura is the birth place of Lord Krishna and is a very important place of pilgrimage and its significance is not confined to India alone but to the entire world. Therefore, I would urge that Mathura Junction which connects Western Railway with Northern Railway should be developed into a Model station. Besides, enough number of sheds have not been provided for the platform. Hence, more sheds should be provided. The passengers have to face lot of difficulties on account of inadequacy of sheds.

Madam, along with it I want to submit that the metre gauge line between Mathura and Vrindaban should be extended upto Achhnera. I have been urging for it since quite a long time. The train at present goes much empty but if it is extended upto Achhnera, then the passengers would be benefited. Again, various kinds of concessions in fare have been granted to war widows disabled and the blind. I would urge that widows of the freedom fighters should also get these concessions. I would make strong demand for granting concessions to freedom fighters' widows.

Madam, I want to submit to the hon. Minister in the end that the Chapra-Gwalior train which terminates at Gwalior remains there for 14 hours. In this connection, I would suggest that it must be extended upto Agra or Mathura so that the passengers of those places could be benefited as well.

Madam, with these words, I want to express my gratitude and also thank the hon. Minister.

[English]

SHRI R. DHANUSKODI ATHITHAN (Tiruchendur): I am happy to participate in the debate to support the Railway Budget presented by the young and dynamic Railway Minister Shri Scindiaji. He has firm determination and courage to develop the world's second largest railway network in an effective way to serve the people of Bharat.

I congratulate the Railway Minister for the early completion of the Melavitan—Tuticorin Harbour broadgauge line. I also congratulate the Minister for sanctioning the full amount for the completion of Willivakkam-Pattabiram-Quadrupling line and for also increasing the frequency of Tamilnadu Express from four days to five days a week.

I am very grateful to the Minister for the inclusion and sanctioning of Jolarpet-Erode and Salem Mettur Dam Electrification. The hon. Minister has referred in his speech that in the year 1987-88, electrification of the entire trunk route from Delhi to Bombay in the Western Railway will be completed. I would congratulate the Minister, if he announces any specific time limit for the electrification of trunk routes in Southern Railway. The allocation for Dindigul-Karur-Tuticorin broadgauge line is very meagre. It is only Rs. 4 crores. It is a very important line. It is the backbone of Tamil Nadu Railway system. So, I urge upon the Railway Minister to allot Rs. 10 crores more for the early completion of this important project. The fund allotted to Madras Rapid Transit System is also inadequate. In this way, it may not be completed even for another 15 years. So, I appeal to the Minister to take special interest in this system and allot more funds for the early completion of this project.

Sir, I would also like to mention here that, the allotment made to the Southern Railway is very limited, compared to other zones. The funds allotted to the Central Railway is Rs. 200 crores; Western Railway is Rs. 225 crores; and South-Central Railway is Rs. 200 crores. But one of the biggest railway zones—Southern Railway—has been allotted only Rs. 150 crores.

So, I want to draw the attention of the Minister that he should advise the top officials of the Railway Board to look beyond Bombay because Southern Railway is completely neglected. If you see beyond Bombay, there are cities like Bangalore, Kanyakumari, Rameshwaram and Madras, which are also equally important. So, while planning, they should allot equal funds to all these zones. For the allocation of bridge works, there also, the Southern Railway is neglected. The Western Railway got Rs. 12 crores; the South-Central Railway got Rs. 10 crores; the Northern Railway got Rs. 12 crores, but the Southern Railway had got only Rs. 6.5 crores, i.e. only half of the amount allotted, compared to other zones. This clearly shows the step-motherly treatment.

Road overbridge in Tirunelveli Junction on Madurai Road is very-very essential and due consideration should be given for its early construction.

About my constituency, the Sethu Link Express, which starts from Tirunelveli upto Madras, should be extended to Tiruchandur. It is a temple city. If it is extended upto Tiruchandur, it will benefit our constituency people also, who are doing business in Madras. Its name should also be changed to Tiruchandur Express. Two additional coaches should be provided in the Nellai Express, which starts from Tiruchandur. Now, only two coaches have been provided in the Nellai Express. From Tiruchandur to Tirunelveli, it takes 2½ hours. It is only 50 kms. So, it should be reduced to 1½ hours only, so that it can attract people who are travelling by trains.

The fast trains like Vaigai Express and Pallavan Express, which run between Madurai and Madras be extended to Tirunelveli and Coimbatore. My request to you is mainly because, most of the people have migrated to Coimbatore from my constituency for doing their business. So, I would request the hon. Minister to consider providing a new train connecting Tirunelveli and Coimbatore. A new railway-line may please be provided connecting Rameshwaram Tuticorin, Tiruchandur and Kanyakumari and it should also link the cities which are falling near the sea-shores. All these

[Shri R. Dhanuskodi Athithan]

cities have important temples, very famous temples from the national point of view. So, these sea-shore cities should be linked by railways.

We are having the slogan, "Kashmir to Kanya Kumari, India is One." But the Railways have the slogan, "Kashmir to Trivandrum, India is One." Kanya Kumari is unnecessarily neglected by some bureaucrats in the Southern Railway, having their own motives.

The over-bridge in Suchindram, which is located between Nagercoil and Kanya Kumari is planned to be constructed in a single span. It should be constructed in multiple spans, in view of the future development of Kanya Kumari. It is not only a national tourist centre; it is also attracting international tourists. So, due importance should be given to Kanya Kumari.

I also urge upon the Minister that all the Express trains terminating at Trivandrum should be extended to Kanya Kumari, so that a national outlook could be developed amongst Indians. All Indians should feel that India is one. So, the Minister should give due importance to this matter.

In Nagercoil, enormous land is available. So, in Nagercoil, they can arrange to have one Railway Coach Workshop. Enormous land and water facilities are available at Nagercoil. So, I conclude my speech congratulating our young and energetic Railway Minister for all the efforts he has made, and for giving a very good Railway Budget, under the leadership of our great and beloved Prime Minister Shri Rajiv Gandhi. With these words, I support the Railway Budget.

[Translation]

SHRI ABDUL HANNAN ANSARI (Madhubani): Madam Chairman, Sir, I support the Budget presented by the hon. Minister. It is a very good Budget. It is for the first time that such Budget has been presented and the entire credit of it goes to the hon. Minister. Many new programmes have been chalked out. There are proposals to increase the speed of trains and to set up halt stations. Howsoever much the hon. Minister may be praised for all this, it

would not be enough. But it is to be regretted that whereas the whole country has been taken into consideration while granting railway facilities and proper distribution has been made on that basis, Northern Bihar and Northern Uttar Pradesh have not been given due attention. May I ask as to why are there such imbalances between regions? We should pay equal attention to all areas and then provide solutions.

Railway line laid during the pre-independence days and the engines which operated on this track in those days have still not been replaced. These are in a dilapidated condition. Many hon. Members have also discussed this issue. I would narrate my personal experience. Once while I was travelling from Samastipur, it so happened that a portion of the ceiling fell off and struck my child and his head had to be bandaged. I have drawn your attention several times towards the dilapidated condition of Coaches there. The attention of the hon. Minister of Railways, the Divisional Manager and the General Manager has also been drawn to it but it is not known why is such a step-motherly treatment being given to Bihar? It is not being given due attention.

You will be surprised to know that train takes minimum 7 hours to reach Madhubani from Samastipur which is a distance of not more than 50 kms. If you want I can furnish dozens of such examples and I can also provide the timings of all the trains in that area. Are these bullock carts or trains? It is in such a bad shape. Thousands of people have courted arrest in protest. Is it allowed to be so because the people in that area are not protesting? Do are their protests not loud enough or do they not know to utter sweet and placating words? Are you prepared to think only about those areas where the people have become accustomed to violent methods? Is the Government prepared to listen to their demands only and not pay much heed to the people who believe in peaceful ways? Kindly let this exploitation and once and for all. When the late Shri L.N. Mishra was the Railway Minister he had sanctioned the construction of a broad gauge line between Samastipur and Darbhanga. Late Shri Kedar Pandey had inaugurated it. The material for its construction was

unloaded there but when Shri A.B.A. Ghani Khan Choudhary became the Minister, the material was taken away from there and was supplied to Murshidabad. What was the rationale behind it? Did some new developments take place? Or were some defects discovered?

We are going to lay about 125 kms. long new railway tracks this year. Why that project is not being completed? Funds are available for every other area except that one. Would not that backward area become even more backward? Why is not your attention drawn to it? Are you waiting for some public agitation to take place? Today thousands of people are courting arrests, campaigns are going on through the newspapers in this regard. The situation is becoming explosive. The people of that area are feeling that the regional imbalance is taking place and we are being neglected. Hence, I would request the hon. Shri Madhavrao Scindia with due respect:

"Gul phalinke hain auron ki taraf aur samar bhi Ael abra karam kuchh nazar to fahar bhi".

For heaven's sake let this place be saved from destruction. These are the things which give rise to anger in the hearts of the people. In spite of the project being sanctioned and the required materials unloaded for the purpose of construction, the project is being put off. It is bringing a slur on the name of justice and one should never let justice suffer.

Just before me the hon. Members from Northern Bihar and Eastern Uttar Pradesh took up the case and expressed their anger and impatience over the issue. The anger has been expressed directly or indirectly. We want that justice should be done in regard to these areas. Sometimes Rs. 2,650 crores are spent and sometimes Rs. 2,980 crores are spent. Where the population is so large, allocations should at least be made on the basis of population. It should not be that crores of rupees are spent for underground railways in the cities and quite inadequate provisions are made for the rural areas or whatever has been provided is snatched away. These are the things which create hatred in the hearts of people. I want to submit that railway lines from Samastipur to Darbhanga, Darbhanga to Jainagar and then Sokri to Hasanpur are all sanctioned

projects. Sometimes Rs. 10,000 and sometimes Rs. 5000 are allotted and thus by giving bit by bit projects are neither completed nor are they done away with. If you are not willing to complete the projects, then why do not say so clearly? And if you are willing to do it, then let it be done. If funds are in short supply, then you should formulate a scheme to raise the amount from the public. At least this stigma should be removed.

With these words I now conclude and thank you.

SHRI KALI PRASAD PANDEY (Gopalganj): Madam. Chairman, Sir, I rise to support the Railway Budget for 1987-88 presented by the hon. Minister of State of the Ministry of Railways.

Besides me, a number of other hon. Members as well as the people of the country have welcomed this Railway Budget. In reality, this Budget has a tilt in favour of the poor. But the question arises that if this Railway Budget is in favour of the poor, the Government should pay attention towards them. Due to the limitation of time, I would submit my points in a few words. I am also a member of N.E. Railway Committee. If Shri Scindia see minutely, he will find the sad state of affairs in regard to the food packets being served in the railways. Ours is a poor country where most of the people are unable to get two square meals. The quality of the stuff in the food packets is very bad and they are not fit for human consumption. The condition is such that 200 to 400 food packets are taken in the train. The accompanying inspector makes a note that so much packets have been sold to the passengers and the rest of the packets are declared condemned and thrown out. So far as the system of meals is concerned, pantry cars were being operated in the trains. The railway staff is also available. Then what was the need of introducing food packets in the railways? The quality of stuff in the food packets was good in the beginning and the people had also praised it but with the passage of time, the quality of the foodstuff has deteriorated.

Mr. Deputy Speaker, Sir, I would like to draw the attention of the hon. Minister

[Shri Kali Prasad Pandey]

through you to Rule 47. When Rule 47 was passed, it was hoped that if any officer or an employee of the Railways commits some wrong, action will be taken against him immediately under Rule 47. But I would tell you about a case of Bihar. I had spoken about it to the hon. Scindia Sahib also and raised this question in the House also. You are a Minister and we can make our humble submission to you. A constable in the railway performed his duty in the first shift. Then the constable of the second shift took charge from the constable of the first shift. The constable in the second shift also did his duty. During the third shift, a theft took place. The DIG discharged from service the constable of the first shift whereas the theft had occurred in the third shift. The cook and the steno of the DIG had been let off even after they had been apprehended for theft. You are a Minister. When some person from Bihar makes complaint to me, I convey that to you. Just now Shahiji had said that the economic condition of Bihar can be likened with a person who is about to die and whom we try to keep alive with the help of Coramine. Shrimati Indira Gandhi had laid the foundation stone of Chittoni—Bagah railway bridge in 1974 and now even the piece of marble stone is missing there. You have just allotted Rs. 1000 to Rs. 1,500 only to keep the scheme alive like Coramine. After the earth work of Bhatni-Varanasi railway line and the work relating to bridge had been completed, laying of track had only remained. But Varanasi which is a pilgrimage centre has been deprived of this facility. You have not paid any attention to it. If at least the railway track had been constructed taking into consideration the huge amount that has been spent on the earth work and in the construction of bridge, this line would have been put into operation. The people of the constituency which I represent had once given tumultuous welcome to Scindia Sahib when he was passing through Siwan. At that time, the station was fully decorated. All the Members of this House have spoken about broad gauge line. Shri Scindia has also said House that this Budget is in the interest of the poor. But even today 75 per cent poor people of the country living in far flung areas travel on the metre gauge lines. There

is a metre gauge line from Gorakhpur to Siwan. In reality those lines are used by smugglers for smuggling rice and other things. Therefore, I would request you to pay attention to the metre gauge lines.

Now I would like to submit one more point in regard to my constituency. Survey of Bhatni to Thambe railway line has been conducted. But no action has been taken on this survey. Similarly, there is no railway line from Sasamusa to Gopalganj which is a headquarter. There used to be a station called Harkua station. If Sasamusa is linked with Gopalganj, it will give relief to the common people there. With these words I conclude.

SHRI NAND LAL CHOUDHARY (Sagar): Madam Chairman, Sir, the Railway Budget presented by the hon. Minister of State of the Ministry of Railways is being welcomed by every quarter and I also welcome it. He deserves our appreciation because he has presented a very good Budget.

He has shown a number of achievements in the Budget but I would like to say about my constituency. Bina-Katni section in the Sagar region has not been able to draw the attention of the hon. Minister. Bina is a Junction. RPF and IOW offices were there and a Guard Training Centre was also there. There was a proposal to set up a railway coach manufacturing factory there but that has been overlooked. Sagar falls on Bina-Katni section and it was included in the list of stations to be developed as Model Stations. News to this effect was published in the newspapers that Sagar had been included in it but it is a matter of regret that now Sagar has been excluded from it. I would request that Sagar may be included in it. Sagar is a very important place and is a seat of a university and is an ancient city. Therefore, it is very necessary to develop it as a Model Station. We had represented in writing to the hon. Minister that earlier Utkal Express and Kalinga Express used to stop at Khurai station on Bina-Katni section but now they do not stop. The hon. Minister has proposed to increase the number of stoppages at 50 stations. I would request that a halt should be provided for Utkal Express at Khurai because that is an important wheat

growing centre. Good quality of wheat is grown in the Khurai region as compared to the whole of the country. The traders of Khurai go to Bombay. Therefore, a halt for Utkal Express is very necessary to give facility to those people.

A number of hon. Members have suggested that ex-Members of Parliament should also be provided railway pass facility. They should be given this facility.

We receive a number of complaints about promotion of the employees belonging to scheduled castes and scheduled tribes that irregularities are committed. I would suggest that a special cell should be constituted for solving their problems.

For going to Hyderabad by the Southern Express from Bina a quota of four berths for Sagar may be allotted in the second class. Similarly, a quota of twelve berths may be allotted in the second class in G.T. Express for going to Delhi. A demand for linking Bina, Katni with Bombay and Allahabad has been made for a very long time. We submit that as new trains are proposed to be introduced, the Lucknow-Bombay fast express train may be run on the Bina-Katni Section. The Damoh Shuttle may be run from Katni for a longer period for going to Sagar, Bina. If that train is introduced from Katni, it will give facility to the people. I would also submit that Itarasi-Bina Express may be extended upto Bhopal. I will also suggest that a super fast train may be introduced for Howrah via Indore, Guna, Bina, Sagar, Katni and Allahabad. Many passengers have to go to Allahabad to immerse the ashes of dead bodies and for performing 'mundan' ceremony. It is my special request that a train should be run for Allahabad linking Katni and Sagar.

[English]

SHRI MURLI DEORA (Bombay South) : Madam Chairman, I am happy to join my other colleagues in really, thanking the young and dynamic Railway Minister for presenting such a good or rather princely Railway Budget.

At the outset, I would like to thank him for really sparing, for continuously two years, the Bombay suburban railway

commuters. Nearly four and a half million commuters travel in Bombay city everyday — 2.2 million in Western Railway and 2.3 million in Central Railway — and this is the second time in the budget when they have not been taxed, and I would like to congratulate the hon. Minister for that.

The hon. Minister has given a surplus budget of Rs. 69 crores and if really one goes through the accounts and the figures, it is much much more than Rs. 69 crores. I really wish my hon. friend Shri Madhu Dandavate, the former Railway Minister, was here today to see what was the performance of the Railway Department then and what is really the performance of the Railway Department as on today.

I would like to mention two small figures. During the Fifth Plan, when Shri Dandavate was the hon. Railway Minister, the budgetary support to the Plan from the Government was to the tune of 74 per cent and the internal resources generated from their own funds were only 26 per cent. It went up when the Congress Party came back to power in 1980. In the Sixth Plan, the budgetary support came down from 74 per cent to 58 per cent and the internal resources went to 42 per cent, it is really heartening that in the third year of the Seventh Plan, today the budgetary support has gone down to 37 per cent and the internal resource generation has gone up to 63 per cent. We talk about public sector performance and if this is the way the other public sectors also behave, I am sure, there would not be any problem to our overall budget deficit in the country.

I must further congratulate the hon. Minister and the Railway Department as a whole for the Depreciation Reserve Fund (DRF) contribution which was to the tune of 2.9 per cent during Mr. Dandavate's time and which has gone up to nearly 11.7 per cent as on today. If we had thought of 2.9% DRF that time, the Budget deficit would have been almost Rs. 1100 crores or 1200 crores, instead of Rs. 69 crores. These figures speak well of a good managed Railway Department and you Mr. Minister and your other Department people deserve of very hearty congratulations from this august House.

[Shri Murli Deora]

I would like to comment on one or two more points. The actuals of 1985-86 are Rs. 6428 crores and the revised estimates of 1986-87 just completing is Rs. 7503 crores. I do not know why the hon. Minister is so pessimist to about the Budget estimates for 1987-88 coming to Rs. 8179 crores. You are really not following the same growth speed which you have achieved in 1985-86 and 1986-87. I think the Railway Department, the way it is behaving, the way it is doing to-day in the passenger traffic as well as the freight traffic, they will collect much more than Rs. 8179 crores which will be further good for the economy as a whole.

I would like to inform the Minister—1/4th of the total population of our country to-day lives in urban areas. 175 million people live in big cities in our country and by the end of the country 1/3rd of the total population will live in urban areas. I am not saying that more money should not be spent for the rural areas. They must spend. But the time has come that something more and something substantial has to be done for the big metropolitan cities.

In para 20 of your speech you have referred to the metropolitan transport project. You have quoted the example of Mankhurd to Belapur. 67% of the cost of this Project is to be provided by the Maharashtra Government and 83% will be provided by the Railways—Union Government itself. If you are going to follow the same example, I do not think there will be any project which will come in Bombay or Calcutta or Madras or Delhi. I do not know why you did not follow the example of Calcutta tube Railways. I am not against the Calcutta tube Railways. What I am trying to tell you is how much you are spending—more than Rs. 700, 800 crores. What I am trying to say—you have come out with one good suggestion. This year you are raising Rs. 300 crores by issuing Railway Bonds. What is to be done is to have something like the Project Lined Bonds. We talk about the capital market in our country. The Prime Minister spoke in his Budget—Rs. 5800 crores every year is generated through the capital market. 36% of the total capital market in India is coming from Bombay city itself. Bombay

has so much money. The people are interested to invest. I would request the Minister that he can establish other things—suburban Railways as has been said by Shri Dighe and Shri Anoopchand Shab.

I want to say one thing. In order to mobilise funds for Western Railway and Central Railway, the two corridors of Western Railway and three corridors of Central Railway, and putting the six corridors joining the two Railway system itself, you should have a separate suburban transport corporation for Bombay city. Whatever funds you want to raise, you have Project Link Bonds and the citizens of Bombay city will not have not only the pleasure of contributing but they will have the sense of participation itself. The very commuters who are travelling in the very train, they will also be the subscriber to the Bonds. This will set up really a new example. You will not have the problem to get the money and we will not have the problem of a general improvement of the suburban railway system.

I do not want to go so much into the details about Bombay Railway system. But in one rake, against the designed sitting I capacity of 900 and capacity of 1800 people, nearly 4000—4100 passengers are travelling every day. During the peakhour traffic, you know what happen between Church Gate and Malad and Bori Bander to Mulund, Bhanduk and Kurla. It is so much over-crowded. The city's population is growing further. They have money. They can contribute the money. If service is good, the trains are on time the quality of service is good. I would request the Minister, please do not depend on the State Government or the local authorities for more funds as for as Bombay Project is concerned and come out with this idea so that this Plan for the suburban commuters can be finalised.

I want to say about two more small points. If one sees specially the Bombay city, where there is so much need for the hawkers and shops, unfortunately, sometimes you see the platforms. There are so many hawkers whether it is Churchgate or Bori Bander or V.T. or Malad or Mulland. There is so much crowd and because of

these hawkers, the commuters who are coming out of the trains are finding it extremely difficult having no space even to move out of the platforms. I would therefore request the hon. Minister to see that there is some scientific arrangement made whereby you have a very limited number of hawkers dealing in books, fruit selling or eatables. There should only be two or three at the most in the platforms and there should not be so many hawkers.

I would like to draw the attention of the hon. Minister to today's Economic Times where there is a news item. It is stated that 250 million dollars worth of 4.5 lakh tonnes of rails would be allowed to be imported. We know that our steel plants at Bhilai, Rourkela and Durgapur are starving of orders. I do not know why the Government is allowing to import steel rails. The very article says that the public sector steel plants have not been—specially Bhilai—able to supply the steel rails. Hence this import is there. I do not know why we are wasting the valuable foreign exchange given by the World Bank by way of loans. We can utilise the foreign exchange for some other projects. Therefore, I would request the Government to establish a better communication and coordination with the Railways so that whatever the future needs of steel are there—because you are concerned only with the raw material, that is steel—whether they are plates or rakes or rails, they can be manufactured in our own steel plants. This can be done. I once again congratulate the hon. Minister for his Budget.

[Translation]

SHRI K.N. SINGH (Hapur): Madam Chairman, after listening to Shri Murli Deora, I will confine myself to Ghaziabad only. Ghaziabad is a city through which almost all the east bound trains from Delhi either pass or stop there but the condition of Ghaziabad station is so bad that it cannot be explained in words. Hon. Minister has seen it and knows its condition. The condition of the platform is not good and even in the hospital building, which was constructed a few days back, work has not yet started.

Since Ghaziabad is the biggest city in the National Capital Region and the entire House is aware of this fact that a number of departments of Government of India are being expanded in that township, a number of Government buildings have been either raised or are being raised, but only two railway tracks are functioning for going from Delhi to Ghaziabad. I was told that a third track is also being made ready but I am of the view that the problem is not going to be solved by one or two more tracks. Keeping in view the number of daily passengers and other conditions prevailing there, Ghaziabad should be connected with Delhi by laying 4 to 5 tracks. I know that there is a problem in New Delhi and old Delhi but you can open a railway station in the trains Yamuna area to solve this problem so that all the trains coming from the east may stop there. In this way you can reduce the rush.

Being the biggest city in the National Capital Region, it was intended that more and more population should be sent to Ghaziabad. In this connection, the co-operation from the Railways is required on a large scale and the role, which should be played by the Railways, could be much more. We can send more and more population there with the co-operation of the Railways but no concrete step, have been taken in this direction. I know that due to passing of trains through our area, the traffic remains jammed for 24 hours on 2 or 3 roads and long lines are formed at the level crossings from 4 A.M. to 11 P.M. The gate opens for 2 minutes and is closed again. The reason being that there is no overbridge on this level crossings. Though our friend had promised that bridges will definitely be constructed on at least two gates, yet taking advantage of this opportunity, I would once again request him to do the needful because I know he makes efforts to remove the problems expressed by the hon. Members. I hope that he would take concrete steps to solve the acute problems of our area also.

I have to say one more thing. You will find that there is a heavy rush of people coming from Meerut to Ghaziabad. Here, only you are in a position at this moment. A heavy rush of people is also there from

[Shri K. N. Singh]

Aligarh, Meerut and Garhmukteshwar. Around fifty thousand people come there. But you will find that one train runs for Delhi from Aligarh which is called Aligarh Ghaziabad-New Delhi train but due to number of bogies being less, there is heavy rush in that train. Once somebody gets inside, it become difficult for him to come out. This is the reason why the people of that area have named it "Animal Going New Delhi". That train has been named as "animal". You can ask any body as to by what train he is going. He will reply that he is going by "animal". It is a matter of regret. From 8 A.M. to 5 P.M. no train goes for Aligarh. Therefore, I would urge upon you to attach 5 to 10 more bogies in this train and thus reduce the rush.

Madam, I would like to say one more thing that persons who do not have reservation tickets enter the reserved compartments and create rush. During the time of Pt. Kamalapati Tripathi a raid was conducted which was very successful. The raiding party went up their houses and caught them. People enter into the bogies of those passengers who travel with reservation, with their children, ladies etc. They create scenes there and use abusive language. I am of the view that you will definitely make efforts which would stop such activities. This is what I am confident of.

I have got one more proposal. In our country, Allahabad Ayodhya and Varanasi are such place where people from inside the country and also from abroad come. There was a proposal in this regard that a train will be introduced which will go to Ayodhya from Allahabad connecting Varanasi. I think people who come from outside, do not get buses because of which they face a lot of difficulties. I feel that in case the above proposal is executed, then a very good train could be run which would connect all the three places. This will be convenient for persons coming from within the country as well as for the foreigners.

I would like to thank you that you have introduced a train from Varanasi to Lucknow. I would urge that if you could extend this train upto Kanpur, our entire eastern district will be connected with

Kanpur which is an industrial estate. There is no need for you to spend anything because this train reaches Lucknow at 9.00 A.M. Since that time no other train crosses Kanpur upto 12 O'clock. I request that you may consider this and extend it up to Kanpur.

You have introduced one train called the Ganga Yamuna. This train runs thrice a week via Sultanpur and thrice a week via Faizabad upto Varanasi. I would request you, for which my other colleagues have also requested, that you may bifurcate this train from Lucknow and run it daily upto Sultanpur and Faizabad. You need not incur any expenditure on it. The only thing you have to do is to arrange an engine for it. You yourself can see the benefit which would accrue through the sale of tickets.

I was talking to you about Ghaziabad that all the trains, be they super fast, fast or passenger trains, passing through Ghaziabad, should stop there. This will increase the importance of Ghaziabad which will benefit the population of that place.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA): So that reserved compartments may become more crowded.

SHRI K.N. SINGH : No, this will not happen. You will have to make separate arrangements for it definitely.

I want to place two things before you. You have promised to give 125 quarters to railway staff in every Division, which is very less. The number should be increased. I was told by a railway employee that the doors of the rooms in railway quarters are so small that even a cot cannot pass through them. Therefore, I request that these doors should be made a bit wider you should also fulfill your promise of providing one more room in the quarter.

You are giving food facilities to the guards and drivers in the Railways. He will give his ration and get food. But you have not extended this facility to the T.T.B. working with them. You have said that they do not come under running staff. I feel that you may extend this facility to them also, whether or not they belong to the

running staff so that their food may be prepared and they may not be required to spend their money. I feel that despite their not being treated as running staff, you can extend this facility to them. Therefore, you may please extend this facility to TTEs also.

With these words, I thank you because despite being a prince, you have prepared a people's Budget.

[English]

SHRI SARAT DEB (Kendrapara) : Madam Chairman, railways is the most important mode of transportation in India. Probably nowhere else in the world, the railways is being used so commonly, particularly for long distance traffic as in India and as such people right from commoners to millionaires, Government entrepreneurs to private entrepreneurs including other Departments of the Government depend a lot on this railways system. Therefore, we should not look to the Railways only from the profiteering or profit-making point of view. It is because, Railways not only plays an important role in the national economy but also plays equally with the commoners' life also. Therefore, Railways should not be treated as a mere passenger or a goods carrier : it should also be a promoter of different Departments particularly in relation to tourism. Therefore, keeping these things in view, we have to bear two things in our mind. First is, we should see that proper attention is paid, particularly to those backward and underdeveloped States ; and secondly we should see that the fare and freight is not so much, looking to the poor paying capacity of the commoners. Of course, in this regard, I would like to say that the young Railway Minister is really just like a superfast Express, non-stop. What he should have done today, he reached the destination as early as in the last November. Therefore, he is very cunningly...

SHRI SHARAD DIGHE (Bombay North Central) : It is unparliamentary.

SHRI SARAT DEB : I do not mean that. He has cleverly put it and I definitely appreciate his labour that has been put on to improve this Railways. There is no doubt about it.

Regarding other things, giving proper attention to the entire nation, of course, when I say this, I know it is more easy to say than done. But still it is a task which I think, with dynamism you should take up. In this matter, Madam, I just want to come to my own State, i.e. Orissa. In the course of the debate, a lot of friends, even from the Treasury Benches also made certain complaints that with regard to certain projects whose foundation-stones were laid even by the late Prime Minister, Shrimati Indira Gandhi, they have not been given attention to so far. So also, in my State, no less a person than the present Prime Minister himself has gone and laid the foundation-stone for a separate division at Sambalpur as well as given the assurance that the railway line from Talcher to Sambalpur will be taken up. The present Minister has given some hope. But I do not think that it is sufficient enough to encourage the people of Orissa. Similarly, about another project, namely, Stage II—Jagpura-Banspani, I want to remind you that you yourself in your report have said that wherever these two lines have been constructed for carrying minerals and all that, they were proved to be more beneficial and profitable. In this regard, this is a line purely meant for commercial transportation but unfortunately, in the second stage, no fund has been provided.

18.00 hrs.

Thirdly, Madam-Chairman, you know, that in Southeastern Railway, the line between Puri to Calcutta is supposed to be prestigious line of Southeastern Railway. But if you look to the track condition, it is so horrible that every now and then, accidents occur. Due to this, the entire route is disrupted. Therefore, I would request the hon. Minister because Puri is one of the two places where the railway has got a hotel of its own and it is really a prestigious hotel not only in India but even outside India. If any hotel is known in Puri, it is only the Southern Railway Hotel. It is making profit. That is a good sign. When you have got your own infrastructure, I cannot understand why you should not pay sufficient attention to that particular line which you should have. Similarly, you will see that in the main line from Calcutta to Bhubaneswar, there is no electric traction

[Sbri Sarat Deb]

anywhere. Not only that. For electric traction, instead of doing it via Mahanadi, Katjoli and Berupa rivers, you can do the traction on the Cuttack by-pass via Mundaliti. There is no reason why you should not consider the electric traction. Similarly, I would like to bring to the notice of the hon. Minister that whenever there is any natural calamity in Andhra Pradesh, particularly in between Visakhapatnam and Vijayawada, what happens is the entire State of Orissa is cut off from the South and West and all the trains are diverted from Madras via Secunderabad and Nagpur.

In this regard, I want to say this : if you just put in a little effort, there is another train which goes from Bhubaneswar to Bombay via Secunderabad, the Konarak Express ; if that train can be diverted via Kharagpur and Nagpur, then, at least we get connected to Madras and Bombay when natural calamities occur.

Similarly, I want to bring another point to the notice of the hon. Minister.

MR. CHAIRMAN : You have to conclude.

SHRI SARAT DEB : It is for the first time that I am speaking and I have got the chance to speak. I have a lot of problems in my State.

MR. CHAIRMAN : Time is short.

SARI SARAT DEB : Time is short but there are a lot of problems. Particularly I prefer to travel by train and I have travelled all over the country and I keep on travelling. Therefore, from my own experience, I would like to say that in Orissa also, the superfast train, the Coronandal Express, is also not touching Cuttack. It is by-passing Cuttack railway station,

I would like to say that similar type of train with the same speed should be introduced between Puri and Calcutta so that the tourist potential can be increased.

I would like to bring to the notice of the hon. Minister another point. In the selection of the model stations that he has done, I cannot understand why there is no such principle or basis on which you have selected model stations. That is why, you

are subjected to criticism. If you can lay down certain principle by which you will take up model station, I do not think you will face any criticism. I would like to offer a suggestion in this connection. If you make a criterion that at least each and every capital of the State should be taken as a model station, then I think no State in the country will have a chance to criticise you. The condition which is prevailing in Bhubaneswar railway station, the capital of Orissa, if you go there—unfortunately I do not think the hon. Minister has so far visited Orissa, I very much like him to visit Orissa and see for himself the prestigious hotel which is there in Puri, in what condition it is you yourself can see the condition of Bhubaneswar railway station and the railway station at Puri which attract the maximum number of tourists not only from inside the country but even from abroad. If you go to the booking office. The booking clerk sits there. Hardly there is any space for any stool to be kept in that room.

Unless and until the working condition is improved in Bhubaneswar and Puri railway stations, naturally we will feel we have been left out.

Lastly, I submit some points regarding the security measures. As hon. Members have already said, I would also like to add that as the trains that enter into Bihar and UP arrive in the railway stations, it becomes free-for-all. Even bonafide passengers who purchase tickets are deprived of their seats. One thing is certain. Such things happen in the areas which are known well. I cannot understand as to what is the problem in providing some police escorts in such areas when the train is coming.

Last but not the least, I want to bring to the notice of the hon. Minister the fact that the highest revenue that you are getting is from the Second-Class passengers. If you look to the condition of the Second-Class bogies all over the country, except in certain super-fast trains, they are in such horrible conditions. Except the wheel and axle part of it, no other thing is fit for carrying the passengers. The position is similar in the case of First-Class compartments also. You are talking of providing cushion in the second-class. That is most welcome. But see the condition of the First-Class. Though

'here is rexina, there is no cushion inside. Also, you please look to the condition of the bath-rooms. You will find that there is only a hole and there is nothing else provided. The interest that he has shown is most welcome. I do hope, as the other friends of mine have done, stick to this and there will not be any further taxation burden on the common man.

MR. CHAIRMAN : Shri Jagannath Pattnaik.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI SHEILA DIKSHIT): Madam, I would like to request that the sitting of the House be extended up to 7 p.m. this evening.

SHRI V. S. KRISHNA IYER : (Bangalore South) : When is the Minister going to reply ?

SHRIMATI SHEILA DIKSHIT : I would also like to inform the Members, through you' that the hon. Minister of State for Railways will not be present. He has a meeting to attend at 6.15 p.m. for which he will leave immediately. I will be here to take down the notes. If hon. Members agree to this, we can extend the sitting of the House till 7 p.m.,

SHRI V. S. KRISHNA IYER : When is the Minister going to reply ?

SHRIMATI SHEILA DIKSHIT : The reply will be on Monday.

MR. CHAIRMAN : Is it the opinion of the House that the time of the House be extended up to 7 p.m. ?

SEVERAL HON. MEMBERS : Yes.

MR. CHAIRMAN : The House is extended up to Seven of the Clock. I call upon Shri Jagannath Pattnaik to speak.

SHRI JAGANNATH PATTNAIK (Kalabandi) : Madam, the Indian Railways have played and are playing a very vital role in the socio-economic life of our county and rightly they deserve to be proud of what they have achieved in 1986 and also in 1987. The glory and achievement of the

Indian Railways is a pride for the whole of the country because Indian Railways belong to the nation and we all belong to this nation. While appreciating this, we the people of Orissa are ashamed to see our position in the Railway map of the country. If sufficient attention could have been given, then with the existing natural resources, there could have been an infrastructure for the healthy economic and industrial growth in the State. But proper and due attention has not been given for a long period. That is why we are suffering.

Before coming to some of the basic problems of my State, just I want to quote from the Railway Reform Committee's observations :

"The entire planning effort needs to be revamped and re-organised with an integrated approach in a systematic basis."

18.08 hrs.

[SHRI SHARAD DIGHE *In the Chair*]

Our basis principle is to establish socialism i.e. eradication of regional imbalances. And I would like to point out some of the most urgent problems of our State. The work on the Talcher-Sambalpur line with a distance of 172 kms has started. I would request that more allocation of funds should be there. Further, there is Jakhpura-Banspani line which covers most of the mineral belts of the country from which we earn foreign exchange also, it will be very useful if we link them with Paradeep. As far as Paradeep is concerned, you must be knowing that South Korea has agreed to give a loan for the development of that Port, in turn they will take 400 million tonnes of iron ore. The sanctioned Khurda-Bolangir line which covers most of the tribal area of the State i.e., Phulvani and which is not linked with the railway-line should be expedited and more allocation should be made.

Survey on Malkangiri-Jeypore, Banai-garh-Raipur and Longigarh-Ambaguda lines should be taken up. There are two metre-gauge lines from Rupsa-Bangriposi and Naupada-Tunpur. They should be converted to broad-gauge lines. If that is not possible,

[Shri Jagannath Pattnaik]

at least the present position should be strengthened,

The Samaleswari Express which is coming to Calcutta from Sambalpur should be extended upto Raigada. Also, the Jharsuguda Express should be extended upto Raigada. The Mahanadi Express should be linked with the capital.

The Railways should not consider it only from commercial point of view. The basis philosophy of our country is unity in diversity, national integration and eradication of regional imbalances. They must be given emphasis. Keeping that in view, I think the Hon. Railway Minister will take note of all these points.

[Translation]

SHRI M.L. JHIKRAM (Mandla): Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to speak on the Railway Budget and I praise the Budget presented by the hon. Minister of Railways without taking much time. I would restrict myself to certain specific demands of my constituency.

Firstly, Nainpur Junction is the largest junction on the metre-gauge line and the headquarter of the Railway Division was located here earlier but due to some reason it was shifted elsewhere. I would request you to re-establish the Divisional head-quarter here.

Secondly, in connection with the proposed development of certain Model stations, I would request you to include Nainpur station in the list. Along with it, the Jabalpur-Gondia line which is a meter-gauge line should be converted into a broad-gauge one. I had submitted to you in this connection several times earlier also and I would reiterate my request for changing this line into a broad-gauge one and extend it upto Mandla Fort and a station should be established at Mandla because at present, the station is located at Mandla-Fort.

Apart from that I would submit that the Jabalpur-Mandla-Bilaspur line has been surveyed any hence the proposal it should be

placed before the Planning Commission so that construction work of this line could start. I want to assure you that this line would prove to be useful.

You have decided to establish 50 additional halts this year. In this connection I would urge you to provide for a halt at Simria which is on the metre-gauge line and is situated between Nainpur and Mandla. I would urge the Planning Commission through this House to allocate maximum funds so that railway-lines could be laid for the development of the backward and hilly area. Till we develop our rural areas, our country will not develop properly.

Mr. Speaker, Sir, there are 7 canal crossings in my constituency. In this connection, the Railways have stated that Rs. 20,000 have to be deposited for the construction of each crossing. The Department of Irrigation has deposited Rs. 1 lakh and 40 thousand but construction work has not begun so far.

In the end, I would request the hon. Minister to visit Nainpur at least once in order to personally see the miserable condition of the railways in this area.

[English]

SHRI A.G. SUBBURAMAN (Madurai): Sir, I appreciate the hon. Railway Minister for having presented a Rs. 69 crore surplus budget for the year 1987-88 after providing Rs. 62 crores contribution to the Government general revenues. The other good thing in the budget is the rise in the operational efficiency of the Railways that has taken place over the last 4 years. Another welcome feature is the concession in fare provided for the young, the handicapped, the farmers, the martyrs and the freight concession on the movement of fodder. Induction of six new super fast and two Express trains and increasing the frequency of Madras-Hyderabad Charminar Express and Madras-New Delhi Tamil Nadu Express are also welcome measures.

Inspite of these, I feel that the Railway projects as far as Tamil Nadu is concerned are very much inadequate and not satisfactory. To meet the ever increasing

requirements of the passengers, there is no provision for introducing a new super fast train between New Delhi-Madras like the Rajdhani Express running between New Delhi-Calcutta and New Delhi-Bombay. So also no provision has been made for adding of airconditioned chair cars in the metre gauge Vaigai Express running between Madras-Madurai and Pallavan Express running between Madras-Trichy. While the Railways are making AC 2 tier cars for metre gauge, some AC chair cars suited to metre gauge should also be made and added to the above two express trains. This is necessary for the present in view of the non-conversion of Madras-Madurai metre gauge to broad gauge.

Further, Sir, the Karur-Dindigul, Madurai-Tuticorin broad gauge conversion is making a very slow progress with meagre funds allotment. So also the Madras Beach to Luz Metropolitan Repid Rail transit system.

With these few words I request the hon. Railway Minister to allot more funds for 1987-88 for Tamil Nadu projects.

[Translation]

SHRI RAMASHRAY PRASAD SINGH (Jahanabad) : Mr. Chairman, Sir, I wanted to draw the attention of the hon. Minister to some points through you but he is not present in the House. Whoever may be sitting here in his place should make a note of what I have to say.

Firstly, the most important point is that the development of railways has not taken place uniformly with the result that it has increased discontentment among people. You can see that there is discontentment everywhere. In the initial phase of the development of railways, the British Government had given priority to the Patna-Gaya route in view of the communication requirements of that area. By this you can very well guess the importance of this line on account of which its development was taken up in the very initial phase. This area enjoys international importance. People come here from abroad but no change or improvement has taken place here for the last 111 years. Just now some of our hon. Members have also thrown light on it and have suggested that double tracks should be provided here. You have been witnessing

the situation in Punjab; the situation in Bihar is no better. Though people may not be demanding for a separate land, yet the disturbances are more there. The crime-rate in my area is the highest because it is a backward and an under-developed area.

Next, I want to submit that whenever any accident occurs on the Howrah-Mughalsarai (Grand cord) and Howrah-Mughalsarai (Main line) section, there is a serious traffic jam because it is a very busy line and several trains run on it. Consequently, this line has to bear the burden of very heavy traffic. In spite of all this, the Government has not incurred any expenditure on this area so far.

I want to submit another point. In spite of its importance the Patna Gaya branch is extremely neglected. In the post-independence period attention has not at all been paid to its development and maintenance. The rolling stock belongs to the 19th century and this line is also very old. Attention should be paid to it. Whenever there is an accident, instead of blaming the Railway Ministry for it, it is accepted as the will of the Almighty. From this you can imagine as to how much it is neglected. I want to reiterate that the Patna-Gaya line should be provided with double track immediately. It should not be said that there is shortage of funds. You can arrange for the funds. The financial institutions and several capitalists can help you in this regard. I would only request that you should not take much time in doubling the Patna-Gaya railway line.

I want to submit also that the 350 Down Gaya-Mughalsarai Passenger train starts from Mughalsarai at 15.45 p.m. and reaches Gaya at 20.25 p.m. After an hour's rest it should be converted into 10 P. G. because the rake remains idle for 10 hours. Next morning, a train should start at 4.00 a.m. from Patna, in order to meet the essential demand of the people of this area for a morning train. Moreover, it would also help in increasing the revenue.

The 93-94 UP-Down train which is also called Ranchi-Patna Express should stop at least for 2 minutes at Jahanabad because now it has the status of a district. The people working here come from Patna and Gaya. If this train stops at Jahanabad, then it would be convenient for those people. Hence, a two-minute stoppage should be provided here.

[Shri Ramashray Prasad Singh]

Along with it, I would also submit that there is a station Taregana on Patna-Gaya line. On the south of it, a watch-tower numbering 22 was situated which was constructed during the pre-independence days but it has now been removed. Upto a distance of 10 miles east of it and 10 miles west of it, roads have been constructed for the development of the rural areas. A number of accidents occur at the railway crossing. In order to avoid accidents this watch-tower should be re-constructed.

I want to submit one more point. On the Mughasari-Howrah main line there is a station called Pandarak. On the east of this station, a village called Kanhaipur is situated. Demands were made in writing for providing a halt here and it recommended at the lower level. The people of that area have given in writing that they would bear the entire expenditure. They have demanded a platform and houses and have promised that whatever expenses would be there in regard to the employees would be borne by them for two years. You are going to provide for 50 additional halts then one should be provided here as well.

With these words I conclude.

SHRI MOHD. AYUB KHAN (Jhunjhunu): Mr. Chairman, Sir, I rise to speak on the Railway Budget.

It is true that people cannot touch grand buildings but they take away bricks and stones of broken walls. The Budget presented by the Minister of Railways is such that he really deserves appreciation. It is a historical Budget for which all the employees of the Railway family from top to bottom deserve congratulations. But now they will have to make every effort to see that a better Budget is presented in future and if next year's Budget goes down then that would be a Budget with great challenge to the general public.

Some concessions have been given in this Budget, such as the concession given to the war widows. I would like to say that railway concession should also be

provided to the awardees of Paramvir Chakra, Mahavir Chakra and Vir Chakra.

In addition to it, railway concession should be provided to the military personnel. Military personnel get two types of leave—annual leave and casual leave. The concession voucher is given to them only for one type of leave. Therefore, I want that free railway passes should be given to them on every leave. Besides, I would like to say that the military personnel cannot go on leave under any pre-fixed programme. Therefore, arrangement for a separate military coach should be made for them so that they may join their duty without any difficulty after availing of the leave. Jawans defend our country. Therefore, whenever they go on leave or come back to resume their duty they should get opportunity to travel comfortably. If they do not have comfortable journey that would not be a matter of pride for the country which they defend. Therefore, the hon. Minister should pay attention towards it.

When we talk of various amenities in the Railways, why should we not instal intercom in the trains. That will be very useful to check theft cases in the trains. Telephone facility is also necessary in the trains so that we may convey messages regarding reservation etc. from one station to the other. Such things are necessary to remove these difficulties.

I belong to Armed Forces and I know as to how much military equipments have increased but in proportion to that we do not have sufficient means. Especially there is acute shortage of M.B.F.U. which are used to carry tanks. We should pay more attention to other things relating to our military requirements such as kitchen car etc. so that we may be well equipped for any sudden military movement and we may not have to cancel our regular trains.

Now I come to my constituency. Today Jhunjhunu is the most backward area in Rajasthan. Maximum people of

that area join military service. It is a good area but even today it is deprived of good railway facilities. There are some Assembly constituencies in my Parliamentary Constituency where Railway facility has not yet been provided. Therefore, if not in this Budget, some provisions should be made for them in the next Budget so that Railway facilities may be made available to them in future.

There is a Khetri Copper Project. Khetri is also an Assembly constituency. A goods train runs between Dabra and Khetri Project. Therefore, if two passenger bogies are also attached to this goods train, that will provide great relief to the people of that area and particularly to those who want to visit Khetri Project.

There is one Pilani area where Shri Birla usually goes. There are villages where millionaires and billionaires live who have their business all over India. In spite of it that area is a backward area due to the non-availability of Railway facility. The Mandawa hills and Udalpurwari areas are also deprived of Railway facility.

Rich and big businessmen live in Jhunjhunu area and they have to often visit Ahmedabad, Bombay or Calcutta but no direct train is available from there for Bombay, Ahmedabad or Calcutta. The Shekhawati Express comes there from Jaipur and after one hour, another train arrives there from Sawai Madhopur which almost runs empty. I think this train has no utility for this area and the Government has to run this train in loss. If this train is run from Loharu to Ajmer, the entire area will be benefited and it will be much convenient to the passengers who want to go to Ahmedabad and Bombay.

In addition to this, another shuttle train runs between Jhunjhunu and Sikar and if this train is extended from Sikar to Jaipur, that would provide facility to the people of Jhunjhunu to go to Jaipur in the morning and come back by evening.

One more thing I would like to say that while providing Railway services, we should think about all parts of the country equally. A large part of Rajasthan is a border area where people live in far flung areas in small villages. Therefore, the Government should pay attention towards their development also. They are very honest and faithful people. They do not have any dispute as we see in other parts of our country and they want to serve the country. Therefore, railway facility should be provided to them.

In the end I would like to congratulate and thank the hon. Railway minister and the employees and officers of his Department who have put in hard labour to prepare such a good Budget. I would also like to urge that in future they should bring a better Budget than this year's so that we may also get some strength and we may go to the people and tell them that they will shortly see the good result of the policies announced by the Hon. Prime Minister and better Budgets will be presented to them in future.

SHRI SARFARAZ AHMAD (Giridih) :
Mr. Chairman, Sir, first of all I support the Railway Budget presented by the hon. Railway Minister in the House. I fully agree with the views expressed by Shri Ayub Khan that it is a matured and balanced Budget in real sense. It has left good impact on the general public. For this I would thank the hon. Railway Minister and the officers and employees from top to bottom of his Railway family.

Our colleagues have said so many things about it. They have drawn the attention of the hon. Minister towards the supply of packet food in cassettes or regarding some other amenities. I hope the Government will pay attention towards these things because whatever has been said here is true to a great extent and some action must be taken to improve the things.

Though many hon. Members have stated about the condition of Bihar and have drawn the attention toward its problems,

[Shri Sarfaraz Ahmad]

yet I would like to say that Chhota Nagpur and Santal Pargana are very backward areas in Bihar. The people of two to four districts have not yet seen the train. In this regard a proposal was given much earlier for the construction of railway line from Giridih to Ranchi via Hazaribagh. I think this line will be very useful for this backward and tribal area. There are rich reserves of coal, manganese and other minerals. Therefore, Railways can earn a lot from goods transportation and the people of this backward area will also get travelling facility. There is a Dumka district in my constituency which should also be connected with the Railway because the demands for separate Jharkhand state or such other similar political issues which are raised there, will not be raised if some projects are undertaken in these areas.

I would thank Shri Scindia for announcing some programme for Jasidih and Deograh. People of that area are much delighted that you have made 2 to 3 announcements for them. Firstly, you have provided a stoppage of 103 up-104 Down Delex Train at Madhupur which will not only be beneficial to the people of Giridih but also to the people of adjoining areas. You have announced a stoppage of 93 up-94 Down Ranchi Patna Superfast train at Chanderpura which has brought a wave of happiness among the coal mine workers. The people are greatly praising you for introducing a new train from Madras to Patna.

I would like to say that as soon as train enters Bihar State people at once understand that they have reached in Bihar. The main reason for this is that the main portion of Bihar from Mughalsarai to Asansol is not electrified and as a result of that the trains slowdown there or sometime stop because of the steep ascent there. Therefore, if you electrify this line the complaints of train stopping will be lessened.

Sir, I support the proposals made the other hon. Members. I also support proposal made by one of our colleagues

that Railway facility should also be provided to the ex-M.Ps. I also support the points raised by Shri Mohd. Ayub Khan regarding the facilities to the Military personnel.

With these words I thank you for providing me an opportunity to speak for two to four minutes on the Railway Budget.

SHRI UTTAMRAO PATIL (Yavatmal):

Mr Chairman, Sir, I would like to express my views on the Railway Budget. I congratulate the hon. Minister because no increase in the fares has been made in the Budget. Besides, provision has been made for providing other amenities and security to the passengers and the accident compensation amount has been doubled. Concessions have been given to the farmers, youths and war widows for which also the hon. Railway Minister deserves appreciation. The priority given to the renewal work in the Budget is also a good thing. But no provision has been made in the Budget for those old tracks which were laid even prior to independence. In this regard I would like to cite an example. Yavatmal to Murtizapur line is a narrow gauge line which is about 80 km. long but till now it has not become the property of Indian Railways and is under the ownership of a private company. This distance is only 80 km but this train takes 6 to 10 hours to cover this distance. What to say of other facilities, there is not even platform on this line. I have been writing to the hon. Railway Minister since 1980 about this railway line and have been requesting him in the House and outside the House to solve this problem but nothing has come out till now.

In this connection I had written a letter to the Minister in 1980, when he was in the Railway Ministry. The hon. Minister had replied that the contract for the operation of that railway line had been given to a British firm and consequently, the profits are going to that company and the terms of contract would be valid upto the year 1987. We cannot break the terms of contract in the middle. Hence, it was replied

that whatever has to be done about it will be done in 1987. I have been raising this issue in the Parliament every year in order to remind him and keep it fresh in his memory. The year 1987 has started and the Budget has also been presented but the hon. Minister has not made any efforts in this regard. It is a matter of regret.

About this line, I had mentioned that there were no platforms of other facilities on this line. Once a train derailed on this track, the engine was separated from the compartments and the latter moved back by 10 kilometres due to ascent in front. However, by the grace of Almighty there was no accident but the people who witnessed were shocked so much that they would never like to travel on the same track again. I would request the hon. Minister kindly to pay attention to our demands for the nationalisation of this line in his reply. Apart from this, there can be other lines in the country, the nationalisation of which may be under consideration of the Governments. About them also the hon. Minister may give his opinion in his reply.

Again, the trains which run from Calcutta to Bombay namely Calcutta Mail, Howrah Express, Nagpur-Dadar Express are in a very poor condition. The compartments are not cleaned and proper sitting and drinking water facilities are also not provided. Everything is in a mess in those trains. I would suggest that proper facilities should be provided in all these three trains and proper attention should be paid to them.

In this Budget, no provisions has been made for Vidarbha and Marathwada. All the Members of Parliament from Vidarbha had demanded that the Sewagram Express must operate between Wardha and Bombay and attention must be paid to it.

The reservation quota at Nagpur station is meant for Delhi bound superfast train. No such quotas are available for Nagpur itself. It is very essential to provide for reservation quotas for journeys from Nagpur to Delhi for those who travel from Madhya Pradesh and Maharashtra.

I think that the hon. Minister will pay attention to my suggestions. With these words I would conclude.

[Translation]

SHRI KHELAN RAM JANGDE (Bilaspur): Mr. Chairman, Sir, I would congratulate the hon. Minister of Railways for presenting a well-balanced budget. I want to submit certain points regarding the problems of my constituency.

Bilaspur is a large division of Madhya Pradesh and yields a substantial revenue. I want that a Railway headquarter should be established here because the headquarter of the South-Eastern Railways is located in Calcutta which is inconvenient for the people of our area. Hence, it is essential to have a headquarter in Bilaspur. When we met the hon. Minister in this connection, he said that Bilaspur would be an appropriate place for the formation of the 10th zone. I hope that a declaration in this regard would be made in the current session.

The work regarding construction of platforms at Bilaspur is progressing very slowly. I want the hon. Minister to give the required instructions so that the pace of the work increases and proper facilities are available.

A superfast train which operates between Bilaspur and Bhopal takes much time. I would request the hon. Minister to reduce the time taken by this train. We had requested that the train should be named as 'Mahamaya' train. But they have named it as 'Mahanadi'. The river Mahanadi does not flow anywhere on its route. The Bilaspur Mandla Railway line which had been surveyed about 3 to 4 times before is again being surveyed at present. I request the hon. Minister to ensure that the survey of this railway line is completed at the earliest and that provisions are made for it in the Budget.

There are no trains connecting Bhopal with Calcutta. I would suggest that a new

[Sbri Khelan Ram Jangde]

train from Bhopal to Calcutta via Bilaspur should be started. The Indore-Bilaspur Express is a very slow moving train. The speed of this train should be increased to make it convenient for the people to undertake journeys to Bhopal. Again, on account of the cancellation of the Kalinga Express, there is a shortage of one super fast train. In order to overcome it, my suggestion would be to start a new Delhi-Puri Super-fast train in its place.

In Bilaspur, fisheries is a thriving business and fish are sent to Calcutta. At present, facilities are not available for transporting fish to Calcutta on the same day. To overcome this shortage, an additional bogie should be attached to Bombay-Howrah Express and Bombay-Howrah Mail which would facilitate the fish dealers to transport their fish to Calcutta.

The 29 Down and 30 Up Express should halt at Bilah for five minutes. At present, this train is halting at small stations. The people of this area are demanding that this train should stop there.

In the end, I would congratulate the hon. Minister for presenting a good Budget. With these words I support this Budget.

SHRI LAL VIJAY PRATAP SINGH (Sarguja): Mr. Chairman, Sir, the Budget presented by the hon. Minister is not only a good one but also an unprecedented one. I have been watching patiently for last two days that hon. Members from both sides—from the Treasury Benches as well as from Opposition—have wholeheartedly commended it. I also associate myself with these feelings.

One thing that I was able to comprehend is that all the hon. Members have made additional demands for their areas. There are very few places where railway lines have not been laid. If the railway lines have not so far reached to some places the hon. Members have very humbly requested you to provide the railway lines there. I know it very well that with the limited

resources at your command, it may not perhaps be possible to spread the railway network all over the country and equip all the trains with necessary facilities. I am here to make only a single request,

Fortunately, at present our Prime Minister also happens to be the Finance Minister of the country. I would only like this much that the budgetary provisions of the Railways may be increased and this facility extended to all over the country on a uniform basis because you know that Railways are the life line of development and without its existence, development cannot be thought of. Just think of the big cities like Bombay, Delhi, Calcutta. What would be their shape in the absence of rail facility? In the present days' circumstances where there is no railway facility, there is no development in the district to which I belong, though railway line has reached but only for haulage purposes. Therefore, I request the hon. Minister that he may please think of extending it upto Ambikapur because without it the people of that area, especially the backward and tribal people, find themselves incapable of joining the mainstream.

I have got a few more suggestions. A passenger train also runs on this line. If it is started half an hour or 45 minutes earlier, then the people of that area will get connected with the entire country. Now the situation is such that due to the delay of half an hour, it is not able to establish links with good lines. Therefore, arrangements should be made to run the 407 and 408 at least half an hour earlier so that it could get the next connection.

Similarly, I have given lots of things in writing and also through other means. (*Interruptions*) I hope that he will provide these things to Sarguja so that the backward people of Sarguja may join the mainstream and get the railway facilities.

[*Translation*]

SHRI TAPESHWAR SINGH (Bikramganj): Mr. Chairman, Sir, I am grateful to you for giving me some time to speak on

Railway budget. The Railway Budget for the year 1987-88, which has been presented in the House, has been commended by one and all in the country. I have been listening to the praises being showered for the last so many days. Therefore, I thank our young dynamic Minister and all his colleagues in the Railway family on my behalf also.

Some discussions have taken place about Bihar. While supporting all these discussions, I would like to draw your kind attention towards my constituency. There was railway line in my constituency which had been constructed between 1905 to 1907 under the British regime and 12 very good up trains and 12 down trains used to run on it. The above line covered a distance of 62 miles from Arrah to Sasaram. As and when it was felt necessary the Government of Bihar and the Government of India used to get it run through Martin Railway Company and whenever there was any loss, the Government of India and the Government of Bihar used to compensate that. But unfortunately, the Janata Party Government, which came to power in 1977, allowed the Martin Company to close this line, to sell the railway lines, the coaches and the station. If to-day, you go to that area, you will find that the people of the area who have been seeing this line for the last 5 to 7 generations find that the entire Arrah-Sasaram line, running along the road, has been closed. I had dwelt upon it in 1980 at the time of discussion on Railway Budget and the then Railway Minister, Mr. Kamalapati Tripathi, had announced in this House that he would conduct a survey and get the railway line constructed. The former Railway Minister, late Shri Kedar Pandey, had also visited my constituency and announced on behalf of the Government of India that this railway line would be restored. Prior to this, the other two to three railway lines, which were run by Martin Light Railway Company, Calcutta, were also restored but so far as this railway line is concerned, survey was conducted in regard to this line and money was also spent but the final result of the same has not been made known so far. Someone says this line is not viable, some other says that due to financial constraints, it is not possible to construct this line. In

this connection, it is my humble submission that this railway line cannot be constructed within a day's time. Its construction will take lot of time. Secondly, it is the question of restoring the old line and a reply had also been given in this House that this line will be constructed. There is considerable discontentment among the people in my area on this issue. Demands are being made before you to construct railway lines in the areas where the people have not seen train. But depriving the people of an area off of the facility where trains have been running and people have been availing of its facilities for 70 years, will not be justifiable. The above railway line covers my entire constituency. At the moment, the hon. Railway Minister is not present here but through you, I would urge upon him to enquire into this with considerable attention so that the old railway line, the railway line functioning since pretty old days, could be restored. If it is not constructed within one year, let it be constructed within 5 to 10 years but it should definitely be constructed so that the people of the area may feel satisfied that their old railway line is being constructed. In this connection, assurance had also been given in this House that this railway line would be constructed.

Finally, I would like to draw your attention to an important thing. Sasaram falls on the main line and Calcutta bound trains from Mughalsarai pass through it. It is a district headquarters in my area. An over-bridge has been sanctioned there and the construction work of the over bridge has been going on there on behalf of the Government of India for the last 5 years. The construction work on both the sides has been completed. Only the middle portion remains to be joined but the work has been stopped for the last one and a half year or two years. Despite official alertness the contractor is not constructing it.

With these suggestion I would like to make a special request to the hon. Minister that the Martin Light Railways, which served the people of Shabhad district for 70 years, may please be restored and the Sasaram over-bridge may kindly be constructed immediately and commissioned,

[English]

MR. CHAIRMAN : There are four more Members to speak. If the House agrees, we may extend the time upto 7.20 p.m.

SOME HON. MEMBERS : Yes.

*SHRI MANIKRAO HODLYA GAVIT (Nandurbar) : Mr. Chairman, Sir, I would like to speak in Marathi. I welcome and lend my hearty support to the Railway budget for the year 1987-88 presented by hon. Minister Shri Madhavrao Scindia. As the present railway budget does not propose any increase in passenger fares of any class or freight rates, the Minister deserves hearty congratulation. I thank him for offering these concessions to the railway passengers.

There are some new proposals in this year's railway budget which have been widely welcomed by the travelling public. Some of these are :

- (a) introduction of 8 superfast trains from 1-4-87 ;
- (b) frequency of certain trains has been increased ;
- (c) the routes of some trains have been further extended ;
- (d) several concessions in fares have been offered to youths, farmers, handicapped persons and war widows ;

All these facilities and concessions have given great relief to the railway passengers all over the country.

The Railways have undertaken some very good schemes during this year. They include construction of some new railway lines, electrification of track of 3400 kms, construction of 3 km. bridge on Brahmaputra river at Tejpur at an estimated cost of Rs. 73 crores and opening of 50 new railway

stations in the rural areas. I congratulate the hon. Minister for taking up the above major schemes,

Now, I would like to draw the attention of the hon. Minister to some of the pressing needs of my constituency which have been agitated for long and request him to accede to the demands of the general public of this area.

Presently Ahmedabad, Madras-Ahmedabad (No. 145-146) and Ahmedabad-Trivendrum-Ahmedabad (No. 903-904) trains go via Surat-Jalgaon-Manmad Dound. It is learnt that these trains will now be diverted via Surat-Bombay from 1st April 1987. If the route of these trains is changed, the passengers of Dhule, Jalgaon, Nasik and Nagar districts will have no trains for going to South India. Therefore I would like to urge the hon. Minister not to change the route of those trains and maintain the old route. I also request that Hyderabad-Ahmedabad-Hyderabad trains should also go via Dound-Surat route.

19.00 hrs.

I request that Amalner-Bombay Bogie meant for Bombay bound passengers of Surat-Bhusaval section should be attached to "Indore Express or Flying Rani" (114 up and 113 Dn.) This will enable the passengers of Amalner-Nardbana, Dondanicha, Nandurbar, Nawabpur, Sonagarh, Vyara, Bardoli to go to Bombay. It is learnt that Divisional Manager of Western Railways has recommended that Amalner Bombay Bogie should be attached to the trains going via Jalgaon. I would like to point out that many trains of central railway going to Bombay pass through Jalgaon. That is why Jalgaon passengers have number of trains for going to Bombay. If Amalner Bombay bogie is attached to trains going via Jalgaon, passengers of my area will have no means to reach Bombay. Therefore, I would like to request you on behalf of many passenger organisations, municipalities, rotary clubs and representatives of the people of this area that Amalner Bombay bogie should be attached to trains which are going via Surat.

*The speech was originally delivered in Marathi.

I would like to suggest regarding the present catering service that the system of providing food in aluminium casseroles has not worked well. The food served is cold and tasteless. While its actual cost is only Rs. 175, Rs. 7 are charged per packet. Passengers have to waste lakhs of rupees for this tasteless food every day. Therefore, I would like to point out that the old system of serving food in plates was better and it should be restored.

Trains on Surat-Bhusaval section do not run on time. There are many complaints of chain pulling. The irresponsible attitude of railway employees and officials contribute to late running of trains on this section. I suggest that more number of RPB personnel should be deployed in the trains on this section.

There is large scale transportation of timber through passenger trains bound for Surat which causes inconvenience to the passengers. The officials do not care for the passengers. If the hon. Minister demands a report, they wrongly report that the transportation of timber in passenger trains has stopped.

The law and order situation in trains running on this section is really serious. A railway guard had to resort to firing in self defence. An innocent woman passenger was killed in the firing in December 1986. I hope that the railway ministry is aware of this incident which took place on this section. I request the hon. Minister to take necessary steps to improve railway administration on this section.

Manmad-Indore railway line was surveyed 15 years back. I do not know whether the Ministry is aware of this survey because I have raised this question several times but I am sorry to mention that railway Ministry has not responded to me in response to this question. I have got an impression that this railway line is being neglected for a long time as it passes through the backward areas of Maharashtra and Madhya Pradesh. So I request that Manmad Indore-railway line should be surveyed and sanctioned as early as possible.

Doubling of Surat-Bhusaval section is also an old demand and it should also now be accepted. Surat-Bhusaval is a very busy section. The department of Railways also realise the need of doubling this section but I feel that as it is a backward area it is being ignored by the railway administration. Therefore, I request the hon. Minister to pay personal attention to this and sanction doubling of this section and thus do justice to the passengers of this area.

I want to mention here that Dondacha municipality has undertaken the task of supplying water to railway stations facing acute shortage of water on Jalgaon section under water supply scheme. We have taken up this work as our duty. I expect that the Department of Railways will also show reciprocal response by taking into account the problems of the people of this area and render cooperation in solving them. I have no doubt in my mind about the favourable attitude of the hon. Minister towards solving the problems of the passengers.

Lastly, I would like to appreciate the efforts of the hon. Minister to improve the railway administration.

With these words I thank you for giving me an opportunity to speak and support the railway budget.

SHRI KAMMODILAL JATAV (Morena) : Mr Chairman, Sir, I think the hon. Minister of Railways, Shri Madhavrao Scindia, for the Budget he has presented and to the railway employees who extended their co-operation to Shri Scindia.

The progress made by the Railways during the last two years had never been made before. There has been lot of improvement in the railway traffic. A lot of improvement has also been made in the catering service.

At the same time, I would like to place two or three problems of my constituency, Morena, before you. The Gwalior Section

[Shri Kammodilal Jaisav]

railway line had been sanctioned during the time of Madhavrao Scindia. I congratulate Shri Scindia for introducing rail-car from Gwalior to Sheopur but at the same time, I would request that the Gwalior-Sheopur line may be extended upto Bara or Sawai Madhopur. It is a distance of only 50 to 60 kms. If this is done, the people of both Rajasthan and Gujarat will be benefited by it. One thing I would like to say that the Chhacra Mail running from Gwalior remains there for 17 hours. If this Chhacra mail is extended upto Agra, it will facilitate travelling.

I want to make one request that cheap trains are not available for Mahura, Govardhan and Dauli which are places of pilgrimage. Therefore, I submit that a shuttle train may be introduced from Gwalior to Mathura. This will help a lot to the people.

I have got one more request. No express train stops at Vamore, which is an industrial area, and only passenger trains stop there. It being an industrial area, the Qutab and Chhatishgarh express should stop there. This will be much helpful to the people of that area.

For want of sufficient time, I conclude. I am grateful to you for giving me time.

SHRI BHISHMA DEO DUBE (Banda) : Mr. Chairman, Sir, like my other colleagues, I would also like to congratulate the hon. Railway Minister for presenting such a good Budget. Due to shortage of time, I will speak on some points only.

The hon. Railway Minister is kind enough to extend two trains in our area namely, the Chitrakoot Express and Bundelkhand Express. Chitrakoot Express has been extended upto Jabalpur and Bundelkhand Express upto Gwalior. We have been demanding from the very beginning that the time of Chitrakoot Express should also be changed slightly. Most of the passengers from there go to Kanpur and

Lucknow. The Chitrakoot Express arrives at Lucknow at night and also starts from there at night, and that is why, it is a very inconvenient train. Therefore, its time should be changed to make it a bit convenient. I do not know whether the Railway Minister has considered this matter or not. I want that it should reach Lucknow at 10.00 A.M. and start from there at 5.00 P.M. From Jabalpur to Lucknow it is a 14-hour journey. Therefore, if its time is changed, it will arrive at Jabalpur in the morning and at Lucknow the next morning and will start from Lucknow in the evening. In this way, the passengers will be able to arrive to two big cities during day time.

Secondly, I would like to request that 111-112 Kanpur Passenger, which runs from Kanpur to Banda, should be extended upto Manikpur. There is no upper class bogie in this train. Therefore, I request you to attach one upper class bogie in this train. The main benefit of extending it upto Manikpur is that the passengers will get one additional train to go to Chitrakoot which is a famous tourist centre in India. This train can be much beneficial to the tourists.

It has been seen that three to four bogies are attached to this train, out of which one bogie is provided for Miglone generation and other for the Guard. In this way only two bogies are left for the passengers. As a result of that, the passengers have to travel on the roof of the train which is very dangerous. I demand that this train should be extended upto Manikpur and two more bogies should be attached to it. Many hon. Members have demanded new trains and new railway lines but I am demanding only two bogies. I think it is not a difficult task. I, therefore, hope that the hon. Minister will definitely provide two bogies for this train. One bogie should be available between Manikpur and Jhansi should be detached at Jhansi and should be attached with Calcutta bound train so that people from there may get direct Railway service for Bombay and Calcutta. It is a very backward area. I know that if I ask you to divert the trains that will not be possible. Therefore, you should at least provide two bogies so that people from

there may directly go to Bombay and Calcutta because employment facilities are available there.

The sanction has already been given long back for the construction of a over-bridge at level crossing in Manikpur. Therefore, efforts should be made to complete this work immediately.

Markundi is a very important railway station. Therefore, two minute stoppage of Bombay-Howrah Express should be provided there. The old Koli tribes are the inhabitants of this area. They will also get some benefits and it is also very necessary from the business and trade point of view. The people have been demanding the interlocking system in the Jhansi-Manikpur region for quite a long time and today I once again repeat this demand on the floor of the House. It will provide great facility to the people of that area.

A road has also been constructed from Manikpur to Markundi. There is railway crossing on this road but no gate has been provided to it as a result of which accidents oftenly take place there. That road is not being used. Therefore, I request you to set up a police post there so that security may be provided to the pedestrians.

Some flag stations are also needed there. Provision was made for them but no concrete steps have been taken in this direction. One flag station is required before Chitrakoot Dham, Karwi stations from where Suryakund is very near. Second flag station is required at Karacki on Kanpur Banda line between Akauna and Regaul stations. I would request that both these flag stations should be provided immediately. Tin-shed should be provided at Regaul station. The Chitrakoot Dham station is very old and in deteriorating condition and there is no place for sitting at this station. Once our Minister of State, Dr. Bajpai, who was waiting for Qutub Express there, kept on standing at this railway station for a long time. Besides, the railway station of Atarra Mandi is also very old and in deteriorating condition. Both these stations should be repaired and,

if possible, new stations should be constructed there. Besides it, two ancient, historical and tourist centres namely Chitrakoot Dham and Khajuraho are there which are in the heart of Bundelkhand. In view of it, new railway lines should be constructed from Lalitpur to Tikamgarh and Chhatarpur to Khajuraho. It will be very helpful for the development of Bundelkhand region and this line will cross through the heart of Bundelkhand.

In Qutub-Narmada Express, Catering facility should also be provided in two tier and three tier sleepers as is being provided in A.C. second so that long route passengers of Second class may also not face any difficulty. An A.C. first class bogie should also be attached with Qutub Narmada Express.

With these words I congratulate the hon. Railway Minister and appreciate the officers and employees of the Railway Minister for presenting such a good Budget. I also would like to thank you for giving me an opportunity to speak.

SHRI R.S. KHIRHAR (Sitamarhi) : Mr. Chairman, Sir, after quite a long time the Government has presented a Railway Budget in the House which has shown profit on the one hand and has provided various concessions to the neglected section and needy people on the other and for this the hon. Railway Minister and the officers and employees of his Ministry deserve appreciation inside and outside the House. They are being commended by all sides. But we should keep this thing in mind that India is a Welfare State where the allocations of resources are made for the development works. I think, while making statewide allocations for the railway development works, no State, big or small, should be ignored as has been done in case of Bihar. Some earlier speakers have also drawn your attention towards it and have expressed their dissatisfaction over the allocation made for Bihar State.

Sir, last month, i.e. in February 1987, the hon. Railway Minister visited Bihar and during his tour, I got an opportunity to

[Shri R.S. Kbirhar]

welcome him at Patna. After his tour, the people of Bihar had high hopes that something would be given to them by the hon. Minister because he had himself seen, and listened to their difficulties and problems. But when Budget came before us we found that Bihar State has remained ignored as usual. Though Shri Laliteshwar Shahi has mentioned in detail the problems of Bihar in his long speech and I will not like to repeat them, yet this much I would definitely like to say that if the approach of the Railway Ministry remains purely commercial, we shall not be able to undertake the public works. I am saying this because whenever we make any demand for a new railway line for the development and progress of that area, the survey is conducted on the basis of demand and the Railway Ministry replies that the Railways will run there in loss. I can cite an example of this. I come from Sitamarhi constituency which is on Indo-Nepal border. It is the native place of the holy goddess Janaki. I have written several letters that survey work of this line was completed during the time of late Shri Lalit Babu and its construction work should be completed but I get a stereotyped reply that the Railways on this line will incur losses which means that it is not commercially viable. Therefore, I would request that if you keep only commercial approach, then the general public will not get anything for its benefit. Therefore, I would request that this approach should be changed and public welfare should also be taken into consideration. There are certain long pending demands such as Chhitoni bridge whose foundation stone was laid by late Shrimati Indira Gandhi. Therefore, it should be completed. It becomes the duty of the people belonging to our Party in particular to complete it.

Sir, I have just now mentioned about the border area. There is a broad gauge line between Darbhanga and Narkatiya, the strategic importance of which has been acknowledged by the Government as it touches the border. Therefore, I would like to demand that whereas on the one hand Muzaffarpur-Sitamarhi railway line may be provided, on the other, that line

may be extended upto Darbhanga-Chitoni Narkatiyaganj. With these demands, I convey my thanks to the hon. Minister for presenting such a good budget.

[English]

MR. CHAIRMAN : One more Member wishes to speak on the Railway Budget. So we extend the time by 5 minutes more.

I think, the House agrees to it.

Shri P.K. Mishra.

[Translation]

DR. PRABHAT KUMAR MISHRA (Janjgir) : Mr. Chairman, Sir, through you and through the Minister of Parliamentary Affairs, I would like to congratulate the Minister of State of the Ministry of Railways, Shri Madhavrao Scindia, for presenting Railway Budget for 1987-88 in line with the declarations and resolutions of the Prime Minister, Shri Rajiv Gandhi, and also in consonance with the aspirations of the people. Besides this, I would also like to congratulate the railway employees due to whose efforts our Indian Railways are regarded as one of the best Railways among the developing countries of the world. I regard it as a major achievement on an international level among the developing countries.

I would like to place a few demands. The charging of surcharge from the Members of Parliament for travelling in the Rajdhani Express in first class should be done away with and they should be allowed to travel by the Rajdhani Express without paying any surcharge. Another thing, which I would like to say is about the facilities to be provided to the railway employees. The Government should further increase facilities like houses, hospitals, schools etc. for the railway employees. The old stalls at the stations which are being renovated should be arranged properly so that the stall holders, who have been there for a long time, may get means of their livelihood. More attention should be paid towards cleanliness of the stations.

The Government should pay special attention towards overbridges and railway crossings. The suggestion of the people's representatives should be given due weightage. It should not be that decisions are taken only by giving the utmost importance to the suggestions of the railway officers. In the matter of development, the expansion of transport is very necessary and for this purpose, the Railways should not be considered a medium of commercial activity but the facilities for the people should be taken into consideration.

Sir, the area which I represent i.e. the Bilaspur division is an important division of Madhya Pradesh. You will be surprised to know that so far as I know, about 4700 wagons are loaded daily there and probably this single division earns more than what several zonal centres earn collectively.

I will, therefore, place certain demands in regard to Bilaspur. An over bridge should be constructed on the eastern and western side of Bilaspur station. Quota of reservation should be increased in the Bombay mail from Bilaspur railway station to Bombay and Howrah.

Korba is a very important industrial centre of Madhya Pradesh and India. A new railway line should be provided there for going to south because a number of units of BALCO, N.T.P.C. M.P.E.B., SECL and other industrial institutions have been established there. Also, a number of persons live there who undertake journey to South. Therefore, a new railway line should be laid at Korba. School Shuttle should be extended upto Korba which at present terminates at Bilaspur or a new railway line should be laid between Bilaspur and Korba.

The Bilaspur Mandala railway line, for which survey is going on, should be

completed because it will help in the development of copper deposits areas of Marajkhand and tribal areas.

There are many cement factories located at Bilaspur and Raipur which fall on the same line. As the fresh utilisation is the highest I would like that a new railway line should be laid from Chapa to Raipur linking all the cement factories.

Taking into consideration these achievements I would specially demand that a tenth railway zone should be established in Bilaspur. That is a suitable place. As other hon. Members have also spoken on it, I do not want to place this demand in the new perspective. Bilaspur is the suitable place for this purpose because it gives maximum income. Urging for establishment of the tenth zone of Railway here I would like that an announcement to this effect may be made in this Budget.

In the end I would submit that when our Railway Minister had visited Korba, he had made certain announcements like setting up of Urga station and renovation of Korba station. I would request that these promises should be fulfilled.

Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to speak.

[English]

MR. CHAIRMAN : The House stands adjourned to re-assemble tomorrow at 11.00 A.M.

19.16 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, March 6, 1987/Phalguna 15, 1908 (Saka)