

**Eleventh Series, Vol. X No. 11**

**Thursday, March 6, 1997**

**Phalguna 15, 1918 (Saka)**

# **LOK SABHA DEBATES**

## **(English Version)**

**Fourth Session (Part-I)**  
**(Eleventh Lok Sabha)**



(Vol. X contains No. 11 to 20)

**LOK SABHA SECRETARIAT**  
**NEW DELHI**

*Price : Rs. 50.00*

## **EDITORIAL BOARD**

**Shri S. Gopalan**  
**Secretary General**  
**Lok Sabha**

**Shri Surendra Mishra**  
**Additional Secretary**  
**Lok Sabha Secretariat**

**Shrimati Reva Nayyar**  
**Joint Secretary**  
**Lok Sabha Secretariat**

**Shri P.C. Bhatt**  
**Chief Editor**  
**Lok Sabha Secretariat**

**Shri Y.K. Abrol**  
**Senior Editor**

**Shrimati Kamla Sharma**  
**Editor**

**Shri Balram Suri**  
**Assistant Editor**

**Shri S.C. Kala**  
**Assistant Editor**

---

**[Original English Proceedings included in English Version and Original Hindi Proceedings included in Hindi Version will be treated as authoritative and not the translation thereof.]**

**Corrigenda to Lok Sabha Debates  
(English Version)**

....

**Thursday, March 6, 1997/Phalguna 15, 1918 (Saka)**

....

<b>Col./line</b>	<b>For</b>	<b>Read</b>
Contents ii/26	NOCOBAR	NICOBAR
1/25	Trouist	Tourist
2/39	SHRIDATA MEGHE	SHRI DATTA MEGHE
35/20	Fiela's child	Fiela's Child
72/15	SHRIMATI VASUNDHARA RAJA	SHRIMATI VASUNDHARA RAJE
154/42	SHRI SATYAJIT SINH DALIP SINGH GAEKWAD	SHRI SATYAJIT SINH DULIP SINH GAEKWAD
161/43	installation of phone of Transfer	installation of phone on Transfer
177/20	SHRI R.L.P. VARMA	SHRI R.L.P. VERMA
178/27	SHRI BENI PRASAD VERMA	SHRI BENI PRASAD VARMA
192/27	JUSTIC GUMAN MAL LODHA	JUSTICE GAMAN MAL LODHA





## CONTENTS

(Tenth Series, Vol. X Fourth Session (Part-1) 1997/1918 (Saka)

No. 11, Thursday, March 6, 1997/Phalgun 15, 1918 (Saka)

SUBJECT	COLUMNS
<b>ORAL ANSWERS TO QUESTIONS:</b>	
*Starred Questions Nos. 181-184 . . . . .	1-20
<b>WRITTEN ANSWERS TO QUESTIONS:</b>	
*Starred Questions Nos. 185-200 . . . . .	20-45
Unstarred Questions Nos. 1980-2209 . . . . .	45-197
<b>RULING BY SPEAKER</b>	
Re: Admissibility of Notices of Motion . . . . .	199-201
Under Rule 184 for Recall of Governor of Uttar Pradesh	
<b>PAPERS LAID ON THE TABLE . . . . .</b>	<b>202</b>
<b>RULES COMMITTEE</b>	
Second Report-Laid . . . . .	203
<b>MOTION UNDER RULE 388</b>	
Suspension of Rule 331 (1) . . . . .	203
<b>MOTION RE: SECOND REPORT OF THE RULES COMMITTEE . . . . .</b>	<b>203-204</b>
<b>BUSINESS OF THE HOUSE . . . . .</b>	<b>204-208</b>
<b>RAILWAY BUDGET-1997-98</b>	
<b>DEMANDS FOR GRANTS ON ACCOUNT (RAILWAYS) 1997-98</b>	
<b>DEMANDS FOR EXCESS GRANTS-(RAILWAYS) 1994-95</b>	
<b>SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS) 1996-97 . . . . .</b>	<b>214-239</b>
Shri Pramod Mahajan . . . . .	217-234
Shri Sriballav Panigrahi . . . . .	234-239
<b>COMMITTEE ON PRIVATE MEMBERS' BILLS AND RESOLUTIONS</b>	
Sixth Report . . . . .	239-240

---

\* The Sign + marked above the name of a Member indicates that the question was actually asked on the floor of the House by that Member.

SUBJECT	COLUMNS
<b>PRIVATE MEMBER'S BILLS—Introduced</b> . . . . .	<b>240–245</b>
(i) Production of Property Rights of Women and Girls Bill . . . . .	240
(ii) Maharishi Valmiki National University Bill . . . . .	240–241
(iii) National Commission for Safai Karamcharis (Amendment) Bill (Amendment of section 1, etc.) . . . . .	241
(iv) Safai Karamcharis Small Scale Industries Development Corporation Bill . . . . .	241–242
(v) Safai Karamcharis Insurance Scheme Bill . . . . .	242
(vi) Reservation (Services and Higher Education) Bill . . . . .	242–243
(vii) Constitution (Scheduled Tribes) Order (Amendment) Bill, Amendment of the Schedule) . . . . .	243
(viii) Constitution (Amendment) Bill, Amendment of articles 239 A and 240) . . . . .	243
(ix) Constitution (Amendment) Bill, Amendment of article 220) . . . . .	243–244
(x) Representation of the People (Amendment) Bill, Amendment of section 101) . . . . .	244
(xi) Declaration of Assets by Civil Servants Bill . . . . .	244
(xii) Child Labour (Abolition) Bill . . . . .	245
(xiii) Constitution (Amendment) Bill, Amendment of article 73) . . . . .	245
(xiv) Press and Registration of Books (Amendment) Bill, (Insertion of new section 3 A) . . . . .	245
 <b>GOVERNMENT OF UNION TERRITORY OF ANDAMAN AND NICOBAR ISLANDS BILL—Withdrawn</b> . . . . .	 <b>246–265</b>
Motion to Consider	
Shri Sontosh Mohan Dev . . . . .	246–248
Shri K. Parasuraman . . . . .	249–251
Shri V. Dhananjaya Kumar . . . . .	251–252
Prof. Rana Singh Rawat . . . . .	252
Shri Mohd. Maqbool Dar . . . . .	252–256
Shri Basu Deb Acharia . . . . .	258–260
Shri Srikanta Jena . . . . .	260–264

## SUBJECT

## COLUMNS

## CONSTITUTION (AMENDMENT) BILL

(Omission of Article 44 etc.)

Motion to Consider . . . . .	265—280
Shri Bhagwan Shankar Rawat . . . . .	265—274
Shri Chaman Lal Gupta . . . . .	274—275
Shri G.M. Banatwalla . . . . .	276—280



## LOK SABHA DEBATES

### LOK SABHA

Thursday, March 6, 1997/Phalgun 15, 1918 (Saka)

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

[MR. SPEAKER in the Chair]

### ORAL ANSWERS TO QUESTIONS

[Translation]

#### International Tourist Places in the Country

\*181. SHRI DATTA MEGHE: Will the Minister of TOURISM be pleased to state:

(a) the details of International Tourist Places in the country, State/UT-wise;

(b) whether there is any proposal to convert some tourist places into International Tourist Places by increasing their standard and providing facilities there; and

(c) if so, the details thereof?

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (c) Though there are a large number of places in the country which are visited by foreign tourists, none of them has been designated as international tourist place. The Government also does not have any system for declaring any place as an International Tourist Place.

[Translation]

SHRI DATTA MEGHE: Mr Speaker, Sir, the hon. Minister has given a technical and brief reply to my question and it seems that the concerned Ministry has not got my point.

In my question, I have clearly asked about the Union territory-wise and State-wise details of International tourist places in the country and whether the Government propose to raise the status of some tourist places into international tourist places by providing additional facilities. But hon. Minister has given just a brief and technical reply to it.

Mr. Speaker, Sir, through you I would like to draw the attention of the hon. Minister towards the fact that there are several big tourist places in the country which are visited by a large number of foreign tourists, but I have not got proper reply to my question. I had also asked about the tourist places visited by the foreign tourists and whether

they are given proper facilities or not? This has not been clarified and in the reply only it has been mentioned simply that many places are visited by the foreign tourists.

Mr. Speaker, Sir, I would like to tell the hon. Minister that our country earns a huge amount of foreign exchange through tourism and a large number of people get employment in this sector. Therefore, I would like to know the names of places visited by foreign tourists and whether these tourists are provided with proper facilities.

[English]

SHRI SRIKANTA JENA: Mr. Speaker, Sir, international tourists visit almost every part of the country. To say specifically percentage-wise foreign tourists' arrival at Mumbai is 63.82 per cent of the total foreign tourists; at Delhi, it is 55.78 per cent; at Chennai, it is 25.11 per cent. We have identified 38 places which the foreign tourists visit. Mumbai is the largest one because Mumbai has an international airport and from there only, the tourists go to Goa and other places.

As far as the arrival of foreign tourists in 1996 is concerned, the figure is 2.2 million and in this year, there has been seven per cent increase in the arrival of foreign tourists.

As regards the facilities that are being given to foreign tourists in places where foreign tourists are interested to go, in fact, I agree that the kind of infrastructure that is required to attract large number of foreign tourists is really inadequate in our country. It needs not only the effort of the Government of India but also the State Governments must come forward to develop the infrastructure for attracting foreign tourists to places where foreign tourists are coming in a large number. We are constantly in touch with the State Governments. I have asked the State Governments to prepare the master plans and that they may go ahead with them. The Government of India is helping them in giving whatever little help it can.

[Translation]

SHRI DATTA MEGHE: Mr. Speaker, Sir, just now Hon. Minister has told that a large number of tourists visit Mumbai. It is a central place. Ajanta and Elora in Maharashtra and Taj Mahal are also visited by a large number of tourists. I would like to know about the amount of foreign exchange earned during last two years by tourism sector. Tourist places can be developed properly if we spend the amount equivalent to the foreign exchange earned through tourism. Apart from the foreign tourists, Indian tourists also visit Mumbai and they go to Ajanta and Elora caves. Similarly there are several tourist places in Vidarbha which can be developed properly. I would like to know from the hon. Minister whether his Ministry has any proposal to develop these tourist places. Earlier a large number of tourists used to visit Kashmir. Now a

Democratic Government has been constituted in Kashmir. If normalcy is restored there the tourist will start visiting Kashmir. In view of it I would like to know whether the Government has formulated any plan to boost tourism there.

There are several beautiful tourist places and forests in Vidarbha like forests of Taduva and Nagasaar. The hon. Minister should give assurance for the development of at least one tourist place in Vidarbha. The Ministry of tourism has spent a huge amount in Vidarbha and Maharashtra especially on Ajanta and Elora caves but even then no satisfactory arrangements have been made there. I would like to know whether the tourism Ministry has formulated any plan for the development of tourist spots in near future. I would like to say that more funds be provided for the development of tourist places? I would also like to know about the plan of the Government for increasing employment opportunity in this sector.

SHRI BANWARI LAL PUROHIT: Mr. Speaker, Sir, I also support this point.

[English]

MR. SPEAKER: Very good.

SHRI SRIKANTA JENA: Sir, there are three aspects. One is the total foreign exchange being earned by the tourism sector itself. So far as foreign exchange earning by the tourism sector of the country is concerned, we stand in the second position today. And as per the target by the end of this century, we will be in the first position in foreign exchange earning from the tourism sector of the country. In 1996, Rs.10,061 crore was the foreign exchange earning of the country from the tourism sector. The increase in the previous year was 16.5 per cent. The increase in the trend is such that we will be, in the next two years, in the first position so far as foreign exchange earning is concerned.

There are certain problems that are coming in our way. I am not satisfied about the number of foreign tourists coming to our country which is hardly 2.2 millions whereas the increase could have been slightly higher. So far as China is concerned, 83 million tourists go to China, five million tourists go to Singapore and five million tourists go to countries like Malaysia. So, for a country of our size, the figure should have been much more than that. But there are problems like the immigration problem, the visa problem, accessibility and airports facilities in different parts of the country where people are interested to go. So, we have to provide certain facilities so that foreign tourists come here in a big way. Recently, the Tourism Minister of Indonesia was telling me that they have allowed 46 countries visa free and they can come straightaway and get visa at the entry point of the airport itself. But in our country, even the NRIs are facing problems to come to our country. Therefore, I am taking up this issue with the Ministry of External Affairs and the Ministry of Home Affairs so that the visa problem is sorted out and more number of tourists can come and spend their money here.

For the Ajanta-Elora caves, Rs.83.11 crore has been received from OECF and the money is being spent. Our target is, by 1997-98 the entire project that was conceived will be over. Whatever facilities are required, these will be through by that time.

So far as special tourism area is concerned, it was finalised when Mr.Scindia was the Minister in charge of Tourism. It was finalised at that time that *Sindhu Durg* in Maharashtra was one of the important tourist places. The State Government is preparing a master plan for it. As soon as the master plan is ready or the details are ready, the Government will support this particular project.

[Translation]

SHRI DATTA MEGHE: Mr. Speaker, Sir, I asked about Vidarbha also.

[English]

SHRI SRIKANTA JENA: The Government of India will certainly include more such areas provided the State Government gives the feasibility report.

SMT. RAJANI PATIL: Mr. Speaker, Sir, as the hon. Member has also mentioned the Ajanta-Elora caves of Maharashtra are in Marathvada region which is mainly visited by international tourists. But there are no proper transportation facilities between the airport and Ajanta-Elora caves. I would like to know from the hon. Minister as to what is being done in this regard.

Rainy season is called slack-season in tourism parlance. It rains very rarely in Saudi Arabia. As the hon. Member has also mentioned the Taduva forests can be a good tourist place for people of Saudi Arabia especially for those who visit Mumbai to enjoy rainy season. I would like to ask whether the Government has any such package programme so that we can earn a huge amount of foreign exchange also. Has the Government any proposal in this regard?

[English]

SHRI A.C. JOS: More people should go to Meghalaya.

MR. SPEAKER: They have to go to Meghalaya.

SHRI SRIKANTA JENA: Ajanta-Elora is one of the most important tourist destinations and it is getting the top attention of the Government of India and also of the Government of Maharashtra. I am sure, by the completion of OECF project the minimum that is required there will be available and more number of tourists will go there. I hope that by the end of 1997-98 financial year the first and the second phase of OECF project will be over, with the result the inadequate facilities that are there will be taken care of.

[Translation]

We will invite tourists if they wish to visit the area to see rainfall.

[English]

SHRI MADHAVRAO SCINDIA: Tourism is an area with tremendous potential, which is very much neglected on the national agenda. The hon. Minister has said that it is the second largest net foreign exchange earner. It used to be the first. It must have swayed a bit, but there is a lot of potential as the hon. Minister himself has admitted. The real problem is, whatever the Central Government will do, the State Government behaves in a disorganised fashion. You try and promote tourism in a particular area, suddenly Sales Tax is slapped on or suddenly the hotel tax is slapped on. There has to be greater coordination. Does the Government propose to take up this matter, my suggestion would be, at the National Development Council meeting? Let the State Ministers be told that the Centre is prepared to develop the special tourism area but in these special areas - if not in the entire State, at least in the earmarked areas - no tax will be slapped on without consultation with the Central Government and total coordination will be established between the Central Government and the State Government at least in the earmarked areas. Would you propose to take up that?

SHRI SRIKANTA JENA: I fully agree with the hon. Member. Next month itself I am going to call a Tourism Ministers' Conference. We are working out a policy paper on tourism for the next five years. We will first discuss this issue in the Tourism Ministers' Conference. I will certainly take up the issue in the National Development Council.

Five such special tourism areas have been identified, one each in Kerala, Orissa, Maharashtra, Tamil Nadu and Daman & Diu... (Interruptions) These proposals came from the State Governments. In consultation with the State Governments, these five places have been identified in different parts of the country. We can identify more such places. The point is, as has been mentioned by the hon. Member, we identify the places but a lot of money is required for infrastructure development. For example, for Baikal project, we require Rs. 130 crore for infrastructure development and the State Government has asked for Rs. 20 crore from the Government of India. The quantum of money required is high and much money is not available from the Planning Commission.

[Translation]

SHRI DATTA MEGHE: It is not done even at places where infrastructure is available. That is the point.

[English]

SHRI SRIKANTA JENA: The point is, the kind of importance that is required to be given to tourism should be given by the State Governments as well as the Planning Commission. I will certainly take up this issue at the Planning Commission level, at the National Development Council level and also at the State Ministers' Conference level. Tourism is the most important area. It is the only area where we can double our foreign exchange every

year. We can take care of our Oil Pool shortage if tourism is doubled, and without much investment we can earn more foreign exchange. I need the support of the House, the Planning Commission and also the State Government. Basically, tourism is a State subject. State Governments must come forward and provide more money for tourism development in their budgets.

Just imagine, the total budget of the Ministry of Tourism was Rs. 90 crore and the foreign exchange earning was 10,000 crore ! If you enhance the budget of the Tourism Ministries slightly at the State and the Central level, automatically it will have its repercussions, and more infrastructure can be built up.

That apart, Sir there are bottlenecks at the airport and in immigration for foreign tourists. Foreign tourists should not face such problems. They should be able to come to India in the same way as they go to other countries. You have seen how tourists are treated in other countries. We must treat tourists in that way. We do not have money, they have money and they want to spend money to visit our beaches and tourism destinations. We must provide facilities for them. The Government of India will certainly play a catalytic role in providing facilities to attract more tourists to our country so that we can earn more foreign exchange.

SHRI MADHAVRAO SCINDIA: Mr. Speaker, Sir, my point is that the Government of India should tell the State Governments, "We would not establish special tourism areas unless we get a commitment from you". They should tell the State Governments, "We are prepared to establish special tourism areas provided you give us a commitment that you will not be tampering with the incentive or disincentive system without consulting us. Then only we will be establishing a special tourism area."

MR. SPEAKER: Mr. Sayeed please. Let us hear about Lakshadweep.

SHRI P.M. SAYEED: Mr. Speaker, Sir, I come from India's emerald islands, the paradise for tourism. I have been associated with this Ministry as a member of the Standing Committee. We have been saying that even though the infrastructure is available, there is absolute lack of coordination. For example, in Lakshadweep we have identified three islands. One of them is already on the map of the world and two other islands fulfil all requirements for tourism. Whatever is needed for tourism is available there. Within a record time of eleven months we have constructed an airstrip but that is not made use of. The biggest block is coming from the Environment Ministry. They are not giving clearance both in Andaman and Nicobar Islands and in Lakshadweep. Let there be some coordinating cell in the Ministry of Tourism so that these things are cleared. This Government is nine months old now but such an effort is not made by this Ministry so far. I want a categorical answer from the Minister as to whether he is going to set up such a coordination cell or not.

SHRI SRIKANTA JENA: As you know, Sir, Lakshadweep

is one of the most important destinations and I fully agree with the hon. Member. Like Bali in Indonesia, we also can develop Lakshadweep. The point is the CRZ. The environmental problem is not in the hands of the Government of India. It has gone to the Supreme Court and the Supreme Court has said that CRZ restrictions have to be maintained.

Therefore, any development in Lakshadweep or in Andaman and Nicobar....(Interruptions)

SHRI P.M. SAYEED: I am sorry, he is misleading. That is not applicable to Lakshadweep. I have already cleared that point. Even then the Ministry of Environment is coming in the way.

MR. SPEAKER: It is a specific question. Will you have a Coordination Cell?

SHRI SRIKANTA JENA: If there is any bottleneck from the Ministry of Environment, I will certainly take it up with them....(Interruptions)

MR. SPEAKER: I know, I will allow a little more time because Shri Jena has a very rare opportunity to answer.

SHRI V. DHANANJAYA KUMAR: The question pertains to the places of tourism having international importance. My question is very short.

We have two places in our country - one is Agra where Taj Mahal is situated and the other is Sravanabelagola where Gomateshwara Statue is situated. Both of these are considered as the wonders of the world.

I would like to know from the hon. Minister whether these places would be developed to an international standard so that the foreign tourists visit these places:

MR. SPEAKER: I do not think that there is anything....  
(Interruptions)

SHRI SRIKANTA JENA: Sir, as you know, Agra is one of our most important tourist destinations and it is the World Heritage Centre. The number of foreign tourists visiting Agra is the highest in the country as compared to other tourist destinations.

So far as the Sravanabelagola project is concerned, the Government of Karnataka has submitted a project report. After getting the proposal from the State Government, we will certainly see that whatever best is possible to assess this project, we will certainly do that.

Regarding the Agra-Taj Mahal project, I would like to say that a project report was submitted a few year back. The State Government and the Central Ministries connected with the Agra Regional Development are doing some work, but it has so far not been done to our satisfaction. We can do a lot many things. I had taken a meeting recently. I will take up this meeting again very soon to see how best we can do in regard to Agra Heritage Centre.

MR. SPEAKER: Shri G.G.Swell.

Let us go to some other destination, not always Agra.

(Interruptions)

MR. SPEAKER: I know, everybody is interested in this question.

(Interruptions)

MR. SPEAKER: I know, everybody wants to ask the question. What can I do? Let us go to North-East.

SHRI G.G.SWELL: Sir, I would like to draw the attention of the hon. Minister. I think the Minister is aware that more and more tourists in the world are interested in eco-tourism. In that respect, my State as well as the State of Mr. Speaker is an ideal place. It has a beautiful climate; we have a national park there; we have rare animals; we have rare plants; we have some of the longest caves in the world. I am sure that one of them is the largest and the longest in the whole of the sub-continent. We would like to develop that area. Apart from earning foreign exchange, you can give employment to the local people.

MR. SPEAKER: That is right.

SHRI G.G.SWELL: What are you doing about that?  
...(Interruptions)...

MR. SPEAKER: Kerala has been covered. Kerala is a known place.

SHRI SRIKANTA JENA: In the North-Eastern States, we have set up a Special Task Force to submit a report for the development of tourism.

As per the guidelines given to us, ten per cent of the total budgetary allocation of all the Ministries will be spent for North-Eastern States. For this year, 1997-98, Rs.11 crore is available. For the first time, such a quantum of money is available for tourism development in the entire North-Eastern States. While doing so, I will take care of Meghalaya in particular because Mr. Speaker, you come from Meghalaya. I will certainly look into it.

MR. SPEAKER: Since I have got this assurance, now I will go to the next question.

(Interruptions)

MR. SPEAKER: You will have enough opportunity during the discussion on the General Budget. I am sorry, not now.

(Interruptions)

[Translation]

AN HON. MEMBER: Mr. speaker, Sir, Half-an-Hour discussion should be moved on it.

[English]

MR. SPEAKER: It is for the Minister to see. I think the Minister has no objection. You give a notice. The Minister has agreed for Half-an-Hour Discussion. Now, next question.



[Translation]

### Domestic Child Labour

+

\*182. SHRI KASHIRAM RANA:  
SHRI MADHAVRAO SCINDIA:

Will the Minister of LABOUR be pleased to state:

(a) whether the Government have conducted any survey regarding the number of domestic child labourers below the age of 14 years and above, separately in Mumbai, Delhi, Calcutta and Madras and their working conditions;

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

(c) the steps taken by the Government for abolition of child labour at domestic level in the Metropolitan Cities in the country during the Eighth Five Year Plan period and proposed to be taken during the Ninth Five Year Plan?

[English]

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) (a) to (c) The Child Labour (Prohibition and Regulation) Act, 1986 does not prohibit employment of children as domestic servants. The question of Government having conducted a survey of such children or having taken steps for abolition of such child labour does not, therefore, arise. Government, however, is committed to the goal eradication of child labour in all its forms.

[Translation]

SHRI KASHIRAM RANA: Mr. Speaker, Sir, the child labour Resolution and Prohibition Act, 1986 was enacted to abolish child Labour. But due to growing poverty in our country the children of poor people are compelled to spend their lives as domestic servants. Even after 50 years of Independence, poverty is prevailing in this country to such an extent that poor parents are compelled to sell their children to make both ends meet. It has also been mentioned in the reply that a law was enacted to abolish child labour but so far no action has been taken for abolition of child labour at domestic level.

Mr. Speaker, Sir, recently a national survey was conducted which revealed that number of domestic child labourers is increasing day-by-day especially in big cities.

[English]

"But the next conclusion is even more frightening. If this is the figure in minorities, it is 20 times more than the 1981 census figure."

MR. SPEAKER: You come to the question.

[Translation]

SHRI KASHIRAM RANA: Mr. Speaker, Sir, I am coming to the question. An example of the survey con-

ducted for Delhi has been mentioned in its report. It is stated in the report that:

[English]

"The Survey included 6997 domestic workers who were interviewed in 12 towns/cities and 12 districts of 8 States of the country. The results showed that child labour is a significant aspect of this unorganised sector."

MR. SPEAKER: Do you have any question to ask? We do not want all these statistics. Everybody knows it.

SHRI KASHIRAM RANA: It is a serious matter.

MR. SPEAKER: Because it is serious matter, you cannot give all these figures.

[Translation]

SHRI KASHIRAM RANA: It has been stated in the national survey conducted on domestic workers that:

[English]

"Sir, Karnataka has the highest percentage (30.48 per cent) of child labour engaged in domestic work."

[Translation]

As the hon. Minister has stated that so far child domestic servants are not covered under the child Labour Resolution and Prohibition Act. I would like to know from the Government as to when the proposed survey will be completed and by when action will be taken for abolition of domestic child labour on the basis of that survey.

[English]

SHRI M. ARUNACHALAM: Sir, as you know, as far as child domestic servants are concerned, the Act has not mentioned anything about it.

Sir, we have asked the State Governments to send their comments to amend the Child Labour Regulation Act.

Coming to the point on survey, we have already convened a meeting of the State Labour Ministers. We have given clear directions to the State Governments to have surveys, in the first phase in the industries, of those children who are working in the hazardous industries. In the second phase we will be having a total survey in this respect.

[Translation]

SHRI KASHIRAM RANA: Mr. Speaker, Sir, the issue regarding child domestic servants is a delicate one. These children are compelled to work as domestic servants due to poverty of their parents. The main reason for it is the illiteracy and lack of awareness among these children. These child domestic servants are being exploited. I would like to know whether the Government proposed to hold a dialogue with the State Governments before conducting this survey to check exploitation of child domestic servants?

[English]

SHRI M. ARUNACHALAM: Sir, it is a good suggestion, I will take it up with the State Governments.

SHRI MADHAVRAO SCINDIA: Sir, undoubtedly our children must grow as the loveliest flowers in the nation's garden. But that is not happening in many cases. The child labour has to be eradicated in a phased fashion because there are socio-economic factors that are involved in that. But the object must be to totally eradicate this problem.

In the end of 1994 or in the beginning of 1995 - I stand to be corrected - there was an international conference, I think it was a Non-aligned Conference of Labour Ministers, presided over by a very dynamic Labour Minister called Shri P.A. Sangma. In that particular Conference, India committed itself to an objective that as a first phase the Government would take up the complete eradication of children working in hazardous jobs. It was estimated that there are about two million such children. This was an objective which, under your Chairmanship, India committed itself to at an international conference.

I know about this because I was briefed later in Beijing about it. I was asked a number of questions and I remember very clearly in brief the number.

It is, now, almost three years since that commitment was undertaken. I would like to know from the hon. Minister what progress has been made, at least, towards the completion of that first phase objective of the elimination of child labour in hazardous jobs.

SHRI M. ARUNACHALAM: Sir, as you know, on the Independence Day, the then Prime Minister Shri P.V. Narashimha Rao in his Address to the nation announced a programme of elimination of child labour working in hazardous occupations. After that a sequence of incidences have taken place.

We have had State Ministers Conference, we have had regional conferences and we have taken up the programme in the States also to eliminate the child labour working in hazardous industries. We have identified about two million children working in hazardous industries in the country.

Sir, as you know, in the programme to eliminate the child labour, national labour projects have been implemented in various States. Thereby, we are taking out the children from the hazardous occupations and putting them in special schools. We are giving them vocational training, we are giving them nutritious food and we are giving stipends to the parents of the children who are working in hazardous industries.

Recently, I had attended a conference, last week, in Netherlands. There also the concentration of the world was on the child labour working in the most intolerable conditions.

Therefore, Sir, our Government is taking all steps to

eradicate child labour in the hazardous industries. At least, we will be able to eliminate it by the year 2002.

SHRI MADHAVRAO SCINDIA: Can you quantify the impact?

MR. SPEAKER: Mr. Minister, what the hon. Member wants to know is the progress that we have made so far. Can you tell us the number of special schools that have been established and the number of enrolment of children in these schools who are supposed to have been rescued? For these things, if you have the figures, you can give. I remember the figures.

SHRI M. ARUNACHALAM: Yes, I have the figures. So far we have established 1800 special schools in the country. We have enrolled about 1.05 lakh children in these schools.

DR. SATYANARAYAN JATIA: It is very poor.

[Translation]

Mr. Speaker, Sir, the hon. Minister has told just now that effective measures have not been taken to deal with such a problems. The rules, regulations and laws enacted for this purpose could not provide any relief so far. Sir, through you, I would like to know as to whether the Government is contemplating to make any arrangements for containing the number of child domestic servants, so that their number may decrease in the coming years. What new provisions will be included in the laws for efficient implementation of the law?

[English]

SHRI M. ARUNACHALAM: As far as child labour is concerned, if we see the statistics, it is coming down considerably. In 1981, it was 13.6 million according to the census. According to the National Sample Survey Record, it was 17.02 million in 1987-88. According to 1991 census, it has come down considerably, that is, 11.28 million children.

[Translation]

SHRI SHIVRAJ SINGH: Mr. Speaker, Sir, parents do not send their children voluntarily to work but circumstances compel them to do so. The practice of child labour will continue if that circumstances are not changed. Mr. Speaker, Sir, through you, I would like to say that in Mandsaur district of Madhya Pradesh several children are engaged in manufacturing slates and pencils. It is dangerous work and several child labourers become victim of untimely death. I would like to know as to what action has been taken or proposed to be taken to abolish child labour in slate and pencil industry?

[English]

SHRI M. ARUNACHALAM: Sir, I clearly mentioned that the children have to work in a specific time. I think the implementing agencies are the State Governments. If there is any lapse on the part of the State Government and if

you bring it to my notice, I will take it up with the State Government.

[Translation]

SHRI G. VENKAT SWAMY: Mr. Speaker, Sir, it is a serious matter. Sir, it was dealt by you and myself also. I would like to know the statistics regarding budget allocation made for it last year to the Labour Ministry and how much was spent out of that allocation. I would like to get figures regarding allocation of funds and the funds utilised on the programme. Mr. Speaker, Sir, our efforts were nullified. I would like to know the figures regarding budget allocation for the programme and its implementation by the State Government. They keep on saying that the slogan for child Labour abolition is being implemented but no attention is being paid towards it.

[English]

SHRI M. ARUNACHALAM: Sir, in the Budget for the year 1995-96, an amount of about Rs.34.40 crore has been earmarked. We have almost spent all the money. In 1996-97, Rs.56 crore has been earmarked in the Budget. I do not have the figure of the expenditure as to how much we have spent.

SHRI G. VENKAT SWAMY: That is important. What is the expenditure? You please tell me.

SHRI M. ARUNACHALAM: I will collect it and give it to you.

SHRI G. VENKAT SWAMY: You must give your reply to the question properly.

SHRI M. ARUNACHALAM: All right. Apart from that, this particular supplementary is not related to this question. The hon. Member should understand that.

MR. SPEAKER: I think the Minister is right because the question specifically relates to child labour in the domestic service, at home. The Minister is not supposed to have all the figures about the entire child labour problem. It is confined to domestic servants.

[Translation]

SHRI G. VENKAT SWAMY: Do we not have any right to speak on this issue. I would like to know the budget allocation spent on it.

[English]

MR. SPEAKER: Do you have the figure?

SHRI M. ARUNACHALAM: I do not have it, I will give it to him.

#### Foreign Investment In Television Network

\*183. PROF. P.J. KURIEN:

SHRI NARAYAN ATHAWALAY:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government propose to privatise/commercialise one of the channels of Doordarshan;

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

(c) whether any code of conduct has been formulated in this regard;

(d) if so, the details thereof;

(e) whether the Government have also decided to allow foreign firms to buy DD-3;

(f) if so, the reasons therefor; and

(g) its impact on other channels of Doordarshan?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) (a) to (g) A statement is laid on the Table of the House.

#### Statement

(a) and (b) Government is exploring the feasibility of obtaining external assistance to meet the cost of the projected expansion of the terrestrial network of Doordarshan's DD-3 channel in order to enable a larger segment of Indian viewers gain access to it. The specific modalities in this regard have not yet been decided.

(c) No, Sir.

(d) Does not arise.

(e) and (f) As in (a) & (b) above.

(g) Since DD-3 expected to meet the requirement of niche audience/viewers, it may not have effect on other channels.

PROF. P.J. KURIEN: I have put a specific question to the hon. Minister as to whether the Government intends to privatise the DD-3. He has given an answer saying that the Government is exploring the possibility of obtaining external assistance. But elsewhere he has been reported to have said that the Government intends to privatise the DD-3. It has been reported in the Press. External assistance is no privatisation. Therefore, I would like to ask a specific question and I want a specific answer as to whether the Government intends privatising the DD-3 channel. If the answer is 'yes', I would like to know the rationale of doing that, in view of the fact that a comprehensive Broadcasting Bill is pending which the Government has been promising again and again. Does it mean that the Government does not intend to bring that Broadcasting Bill and further I would like to know, in case of privatisation how will the Government keep a tag on the quality of the programme?

SHRI C.M. IBRAHIM: I think the whole confusion is about the reply; assistance or participation or the private individuals. Even in today's briefing meeting I observed this. In my Press statement outside I had said that DD-1 and DD-2 were Government channels. To expand DD-3 I need,

if I want to go in a big way, a minimum of Rs.1000 to 1500 crore.

Secondly, I am not getting a single paisa of revenue from DD-3. I can have DD-1 and DD-2 for information and education and some part of entertainment and DD-3 and DD-4 I can have fully for entertainment and for covering Indian culture under the control of Doordarshan. I do not want to completely privatise them one hundred per cent. But as far as the finances are concerned, a Committee has been constituted in Doordarshan to suggest what should be the modalities.

Fourthly, as far as the Prasar Bharati Bill is concerned, we are committed to it, we want that the Bill should come and we will place in Parliament. Two rounds of discussions have already been over and the draft is before the Cabinet. Once it is passed, I will have a discussion with the leaders of all political parties. That apart, I have been telling from the beginning that it should not be on the basis of majority or minority; it should be passed on a *Sarvasammati* basis. I will incorporate the opinions of all of you.

PROF. P.J. KURIEN: Mr. Speaker, Sir, I seek your protection. He should answer my specific question whether the Government intends to privatise DD-3 or not. He spoke about getting financial assistance. I understand it. I appreciate that. But does he intend to privatise DD-3? That is the basic policy question.

SHRI C.M. IBRAHIM: Sir, there are two types of privatisation - one is complete selling and the other is just taking as a partner whenever required and when the time is over, we can leave it. It is just like a joint venture.

[Translation]

They are called whenever their services are required

[English]

not giving permanently.

PROF. P.J. KURIEN: Have you decided on joint venture or not? Please tell us.

SHRI C.M. IBRAHIM: Yes. That is under process. Whether we should go for a joint venture or whether we should wait for a loan or whether we should share a time with them or whether we can give them time for ten, twelve or fourteen hours is still under process. Once the process is over, again I will come before the Parliament. So, before taking this decision, I will announce it publicly.

PROF. P.J. KURIEN: It has been accepted by all that most of the programmes being telecast by private T.V. channels and some of the programmes of the Doordarshan also are more Westernised, alien to our culture and are capable of misleading our youth. This has been brought to your notice earlier also. I would like to know as to what action you are going to take in this regard.

Secondly, DD-3 is limited to certain cities only. Why are you limiting it to certain cities? Why do you not broad-

base it so that rural areas and other cities can also get it?

Thirdly....

MR. SPEAKER: No, no, please. No thirdly, fourthly, fifthly. Nothing doing. I have allowed one additional question.

PROF. P.J. KURIEN: Sir, I want to raise a very important point.

MR. SPEAKER: As a former Minister, you should know the rules.

PROF. P.J. KURIEN: Sir, I plead with you.

SHRI PRAMOD MAHAJAN: Sir, it is about DD-3. Third question may be allowed.

PROF. P.J. KURIEN: Sir, of late, there is a tendency to reduce the regional language content of the Doordarshan programmes. Is it so? Will you assure this House that the regional language content of the programmes will not be touched, and if possible, be increased? It is only one question.

SHRI C.M. IBRAHIM: The reply to your second question is there in your first question. The answer to your first question is: 'Yes'. I have made up my mind. Some of the programmes are not only Westernised but they are also destroying our culture. As on today, I have no powers to control them. That is why, in the Broadcasting Bill, we are bringing them under the purview of licensing. Once they are brought under the purview of licensing, then I can have all these conditions.

Secondly, you wanted that DD-3 be taken to the rural areas. For a transponder I require a transmitter. I require Rs. 1 Crore for a transmitter of one kilo-watt capacity. If I want to put a transmitter of ten kilo-watt capacity, then I will be requiring Rs.10 crore. So, if I want to cover even half of the population, I require about Rs.300 to Rs.400 crore. At present Doordarshan is taking steps keeping into account the needs of DD-1 and DD-2, and to improve the DD-3 and DD-4, and to give more programmes. Once I have DD-3 and DD-4, I will get the revenue and then I can effectively utilise DD-1 and DD-2 for regional programmes also. At present from 4.30 p.m. to 8.00 p.m. I am giving them for the regional kendras. That can be extended a little bit, provided I have more channels and more viewers. So, keeping that in view, we wanted some collaborators or some persons who can invest the amount for DD-3 and DD-4. For that purpose, we have done this.

PROF. P.J. KURIEN: What about the regional language?

SHRI C.M. IBRAHIM: I told about it.

[Translation]

SHRI NARAYAN ATHAWALAY: Mr. Speaker, Sir, I am happy that hon. Minister has just now given assurance

about a regional language. On the one hand privatisation of Doordarshan is being done and on the other hand regional languages are being suppressed. Earlier the sponsored Marathi Programme was telecast from 10 to 10.30 but now it has been changed and now it will be telecast from 1 to 2 on Saturday and Sunday. This has adversely affected the Marathi Producers. About 2000 persons have given application to Doordarshan with a fee of Rs.1000/- each but only 100 persons have been given chance and 7 or 8 out of them have stopped their work. I would like to know whether the regional languages will be given chance in the proposed third channel of Doordarshan or not?

[English]

SHRI C.M. IBRAHIM: Sir, once the channel comes, while making a policy we can definitely consider having it. I want that these regional aspirations should be met. By just telling in one language or two languages about the views or news or education, I cannot carry the message to the entire nation. Wherever the regional languages are there, we have to popularise them more. In that way we can effectively convey what we want to convey. That is why once the DD-3 and DD-4 come into existences, we can definitely consider giving more time for the regional Kendras and DD-1, DD-2, DD-3, DD-4, etc.

[Translation]

Prime is the mostly sought for commercials.

[English]

There are many people who want to produce. Hundreds and thousands of producers are there.

[Translation]

Prime time is quite less than its demand therefore, we are trying to introduce more channels. I also feel that pressure for prime time will decline after introducing DD-3 and DD-4.

[English]

SHRI C. NARASIMHAN: Sir, through you, I would like to know one thing from the hon. Minister. The former Prime Minister assured of Channel-5 for Tamil Nadu. I request the hon. Minister, through you, to tell as to when it will be implemented.

MR. SPEAKER: That is only a suggestion. Mr. Minister, are you going to implement it?

[Translation]

SHRI VIRENDRA KUMAR SINGH: Mr. Speaker, Sir, it has been said in the reply that the third channel is being introduced for a special section of society so I would like to know special which is this section?

I would also like to know as to whether more channels would be introduced if other special sections will make such demands and what would be the percentage of external

investment for extension of this channel.

SHRI C.M. IBRAHIM: Mr. Speaker, Sir, by special Section, I meant the viewers of four metropolitan cities i.e. Calcutta, Chennai, Mumbai and Delhi and their adjoining areas. People of this area will be facilitated if transmitter is installed for these areas. So far the issue of external investment is concerned, I would like to say that it is still under consideration and no final decision has been taken on it.

SHRIMATI SUSHMA SWARAJ: Mr. Speaker, Sir, while asking supplementaries to the last question Shri G. Venkat Swamy alleged that the movement for abolition of child labour became ineffective since he and your goodself left the charge of labour Ministry. While joining him I would also like to say that the concept of DD-3 has totally changed since yourself and I left the charge of Ministry of Information and Broadcasting. DD-3 was proposed to be introduced as cultural channel to play a special role of countering propaganda launched against India. But now he is giving an ambiguous reply. It seems that decision regarding its privatisation has already been taken. Sir, through you I would like to ask whether the proposal objectives of DD-3 will be restored by the Government.

SHRI C.M. IBRAHIM: International channel is already there for this purpose. How we can telecast or express our views to foreign countries from metropolitan cities like Calcutta, Chennai, Mumbai and Delhi. I am not taking the concept of one Channel but how the time slot can be distributed among DD-1, DD-2, DD-3, DD-4 and DD-5. We have started international channel but it lacks viewers and annually a loss of several crores of rupees is being incurred on it. The department is conducting an inquiry whether it is fulfilling the objective for which it was opened or not. We have to pay crores of rupees for it. Zee-TV and Star TV are there in Asian Pacific region and if we get place in that transponder then our channel will also be available on Zee-TV.

We are trying to get place in Inset Transponders of Asia Pacific region for telecasting DD-International through it even if external investment is received for DD-3 and DD-4.

[English]

#### Losses in BSP

\*184. PROF. RITA VERMA: Will the Minister of STEEL be pleased to state:

(a) the number of cases of theft of various products of Bokaro Steel Plant (BSP) detected during each of the last three years;

(b) the total loss suffered by the BSP during the above period;

(c) whether any enquiry was conducted in this regard;

(d) if so, the details thereof;

(e) the persons against whom the CBI enquiry has been conducted; and

(f) the action taken against guilty officers/employees?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA) (a) to (f) A Statement is laid on Table of the Lok Sabha.

#### Statement

(a) and (b) The number of cases of theft of various products of Bokaro Steel Plant detected during each of the last three years is as under:

Year	No. of cases
1994	08
1995	14
1996	04

Bokaro Steel Plant did not suffer any loss on account of these thefts as all the stolen materials were recovered.

(c) and (d) All the cases detected, were investigated by local police and sent to the Courts for trial. Departmental enquiry was conducted against one employee who was alleged to have been involved in a theft case.

(e) No enquiry was conducted by CBI for these theft cases.

(f) Does not arise in view of (e) above.

[Translation]

PROF. RITA VERMA: Mr. Speaker? Sir, due to paucity of time, I would like to raise a pointed question. It can be said about the reply given by the hon. Minister that.

[English]

It conceals more than it reveals.

[Translation]

Sir, for the last two and a half year CBI inquiry is going on in the cases of theft in Bokaro Steel Plant. During the CBI inquiry witnesses had given sensational statements and mentioned the names of high officials and political leaders under whose protection theft took place. The material of several truck loads was stolen there. I do not know that under whose pressure now this inquiry is going on at snail pace, some allegations were also levelled against the former Chairman of SAIL. I would like to know whether the hon. Minister will issue instructions to SAIL to cooperate with the CBI so that enquiry may be completed and the guilty persons at earliest be if a political leader or high officers should be punished, so that theft cases and the loss being incurred to Bokaro Steel Plant could be checked and people may have some fear of the law.

[English]

SHRI BIRENDRA PRASAD BAISHYA: Sir, in 1993, a case was detected by the management, with the help of the village people, about the theft in the Bokaro Steel Plant. The management filed an FIR with the local police. Then, the Bihar Government instructed an inquiry by CBI and accordingly, the CBI inquiry is going on. The CBI has submitted its report and the case is going on at Dhanbad. There is no compromise effort about the CBI inquiry and the question of SAIL not cooperating with the CBI does not arise. The SAIL is wholeheartedly cooperating with the CBI.

Secondly, the hon. Member pointed out regarding the theft and said that due to theft, there is a huge loss in the Bokaro Steel Plant. I would like to give detailed facts and figures for the last five years. In 1992, 29 cases of theft were reported and material worth Rs. 2,55,080 was stolen. I am happy to inform that hundred per cent recovery has been made. In 1993, there were 45 theft cases and the total cost of material stolen was Rs. 6,03,476 and hundred per cent has already been recovered by the Bokaro Steel Plant. In 1994, there were 36 cases and the cost of material stolen was Rs. 4,06,896, out of which material worth Rs. 1,71,896 has already been recovered.

In 1995, there were 49 cases and the total money involved was Rs.3,44,000/- out of which Rs.2,41,000/- has already been recovered.

[Translation]

PROF. RITA VERMA: Mr. Speaker, Sir, one minutes is still there. My second supplementary is that budget for Bokaro was proposed to be raised upto Rs.1,100 crore for the purpose of modernisation but it has been raised to Rs.1,625 crore. Theft, corruption and some scam is suspected in this matter. I would like to know from the hon. Minister whether any CBI inquiry will be conducted in all the contracts granted for modernisation of Bokaro Steel Plants, so that the question of suspected theft, scam and corruption could be solved.

[English]

SHRI BIRENDRA PRASAD BAISHYA: Sir, there will be no compromise with corruption and I am really thankful to the hon. Member for giving me a very good suggestion. The process of modernisation is going on and it is due to be completed in July, 1997. If there is any specific allegation from the hon. Member, I would like to give an assurance that I would do accordingly.

#### WRITTEN ANSWERS TO QUESTIONS

[English]

#### Turnover of SAIL Units

\*185. SHRI N.S.V. CHITTHAN: Will the Minister of STEEL be pleased to state:

(a) the total turnover of the SAIL units in the country during 1996-97;

(b) whether the cost of production is increasing due to hike in coal prices;

(c) if so, the details thereof;

(d) the steps taken to contain the losses in SAIL units;

(e) whether the SAIL is planning to install captive coal mines for consumption of coal; and

(f) if so, the details thereof?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) Total turnover of SAIL units in the country for financial year 1996-97 will be known only after the close of the financial year.

(b) and (c) Yes, Sir. The cost of production of Saleable Steel is increasing due to hike in the coal prices. Increase in prices of coking coal by 15% and 12% w.e.f. 1.4.1996 and 2.10.1996 respectively is estimated to have an impact of Rs.410 crores on an annualised basis.

(d) SAIL has taken various steps to improve its profitability, which include modernisation and technological upgradation of its plants; improved quality product-mix and products in line with market requirement; improving techno-economic factors i.e. reduction in coke rate, energy consumption, metallic input, improvement in yield; improving availability of equipment through effective maintenance; strict control and reduction in cost of production etc.

(e) and (f) Yes, Sir. SAIL has decided to undertake captive mining of coal to augment indigenous coking coal availability. It has been allocated Tasra Block in Jharia Coalfield for captive mining. Steps for completing the necessary formalities have been initiated by SAIL.

#### Setting up of Radio/TV Stations by Private Sector

\*186. SHRI K. PARASURAMAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government propose to permit private sector to set up Radio and TV Stations in the country;

(b) if so, the details thereof; and

(c) the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) to (c) The issue of permitting private sector to set up Radio and TV Stations is related to the question of permitting private broadcasting from within the country. This issue will be addressed in the proposed broadcasting bill which is likely to be introduced during the current session of Parliament.

#### Pending Projects

\*187. SHRI TARIT BARAN TOPDAR: Will the Minister of RAILWAYS be pleased to state:

(a) the details of pending projects of new rail lines and other works under Eastern Railway alongwith the reasons for their pendency;

(b) the original dates for their completion and the cost and time over-run in each project; and

(c) the steps proposed to be taken to complete these projects expeditiously?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) to (c)

Sr. No.	Name of Project	Kms	Reasons for Pendency	Original date of completion	Cost over run on date	Time over run as per present target	Steps being taken to complete the project expeditiously
1	2	3	4	5	6	7	8
<b>New Line</b>							
1.	Laxmikanpur Namkhana	47	Delay in land acquisition	31.3.95 for Laxmikanpur to Kashinagar (Ph-I) TD not fixed for Ph.II beyond Kashinagar.	31 Cr.	2 yrs 09 months	Line completed between Laxmikanpur and Nischintpur (23 Kms) 8 Kms from Nischintpur to Kashinagar would be opened by Dec'97. State Govt is being persued to acquire balance land. Adequate funds have been provided.
2.	Manderhill to Rampurhat via Dumka	130	Final location survey is in progress.	Not yet fixed.	Nil	Nil	Rly has been asked to prepare land acquisition plans and papers after completing Final Location Survey on priority.
<b>Doubling</b>							
3.	Sahibganj link cabin-New Farakka-Malda Town	49.57	Delay in removal of encroachments by State Govt. and damage to new embankment due to floods in 1995.	31.12.93	Rs.24 cr.	5 yrs.	28.61 km has been completed. State Govt has started removal of encroachments in phases and work has started. Adequate funds have been provided. The work is now targetted for completion in Dec'98.

1	2	3	4	5	6	7	8
4.	Khanna-Sainthia Ph-I (Khanna-Jhaptarda) including flyover	5.63	Court case by the contractor.	30.6.95	NII	2 Yrs. 6 months	Contract have been finalised after the finalisation of court case and work has started. New agency has now been deployed on risk and cost of the failed contractor. Work is now progressing with these two block is now targetted for completion in Dec'97.
5.	Jhaptardal-Guskara Ph.II	15.21	Failure of successive contractors.	31.3.96	NII	1 yrs. 9 months	
6.	Guskara-Bolpur Ph.III (95-96)	18.8	Shifting of over-head lines	30.06.98	NII	6 months	Special Limited Tenders have been invited. Work is now targetted for completion in Dec'98.
7.	Duttapukur-Habra	11.02	Work completed except Habra yard where it is held up for want of removal of encroachments	31.12.92	Rs.4 cr.	5 yrs.	The double line is working. State Govt. have been requested to remove the encroachments in Habra Yard. If this is done we have to complete the balance in Dec'97. More funds are being provided to expedite the work.
8.	3rd line between Delhi-on-Sone-Mugalsarai and a flyover at Sonenagar	110.35	Ph-I, 7 block sections. Ph-II, 6 block section	31.12.95 31.12.98	Rs.65 cr	2 yrs.	
9.	3rd line between Chandanpur-Gurup	17.24	More time taken in Planning	31.12.96	NII	2 yrs	More funds are being provided to expedite the work.
10.	Budge Budge-Akra	6.09	No delay	30.06.98	NII	NII	Work just started.
11.	Patna-Gaya Ph.I	7.24	No delay	31.12.99	NII	NII	Work just started.
12.	3rd line between Gurup-Shaktigarh.	25.42	No delay	31.12.99	NII	NII	Work just started.
13.	New Alipore-Akra Ph-I	9.76	No delay	31.12.99	NII	NII	Work just started.
<b>Traffic Facilities</b>							
14.	Bardhaman Remodelling Ph-I, Stage-I		Court case by the contractor	31.03.92	10 cr	6 yrs.	Tender on risk and cost basis is under finalisation.

**[Translation]****Anti-India Propaganda by Pak TV/Radio**

\*188. SHRI PANKAJ CHOWDHARY:  
PROF. AJIT KUMAR MEHTA:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government are aware that Pakistan has again started anti-India propaganda on Television and Radio in regard to Kashmir issue;

(b) if so, the details thereof;

(c) the reaction of the Government thereto; and

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

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M.

IBRAHIM): (a) and (b) Pakistan has been carrying on vicious anti-India propaganda regarding the Kashmir issue on its electronic media and there was no let up in this propaganda at any stage during the last few years. Pakistan's electronic media are trying to create hatred among the Kashmiri muslims against India by broadcasting/telecasting distorted or totally baseless reports and by levelling baseless charges/allegations against India and its security forces.

(c) and (d) The terrestrial network of All India Radio and Doordarshan have been strengthened to improve their coverage in the border area by commissioning new stations, upgrading the power of some of the existing transmitters and broadcasting/telecasting programmes including news bulletins that present the facts in their proper perspective. In addition, programmes are also mounted regularly on Doordarshan's International channel presenting a correct picture on Kashmir.



[English]

**Legislation on Broadcasting**

\*189. SHRI UTTAMSINGH PAWAR:  
DR. T. SUBBARAMI REDDY:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

- (a) whether the Ministry has proposed 49% equity in the proposed Draft Broadcasting Bill;
- (b) whether earlier there was 25% foreign equity limit;
- (c) if so, the reasons for changing the equity from 25% to 49%;
- (d) the time by which a final decision is likely to be taken in this regard;
- (e) whether the Government have finalised the legislation on the said Broadcasting Bill;
- (f) if so, the details thereof; and
- (g) the time by which it is likely to come into force?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) to (g) The issue of permitting foreign equity in broadcasting companies is secondary to the question of permitting private broadcasting from within the country. This and other related issues would be taken care of by the proposed broadcasting bill which is likely to be introduced during the current session of Parliament.

**Landing at Calicut Airport**

\*190. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the Government propose to take any steps to ensure safe landing of aircrafts at Calicut airport during Monsoons;
- (b) if so, the details thereof;
- (c) whether work on the instrumental landing system/ night landing system at Calicut Airport has been completed; and
- (d) if so, when it is likely to be commissioned?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) to (d) Instrument Landing System is already in operation at Calicut airport since June, 1996, which facilitates safe landing of aircraft during fog/rain. Extension of runway from the existing 6,000 ft. length to 9,000 ft. length has also been taken up to enable safe landing of bigger aircraft of Airbus 300 type. This work is likely to be completed by January, 2000 and night landing facility would also become operational by that time.

[Translation]

**Austerity Drive in SAIL**

\*191. SHRI NAWAL KISHORE RAI: Will the Minister of STEEL be pleased to state:

- (a) whether attention of the Government has been drawn to the newsitem captioned "SAIL Chief Hints at Austerity Drive", appearing in the 'Financial Express' dated January 15, 1997;
- (b) if so, whether a decision has been taken to launch a drive for checking extravagance and to enforce austerity in the Steel Authority of India Limited;
- (c) if so, the details of the scheme formulated in this regard;
- (d) the extent of financial loss likely to be checked as a result of the implementation of the said scheme;
- (e) whether any survey has been conducted before taking decision regarding implementation of the said scheme; and
- (f) if so, the details of the survey report?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) Yes, Sir.

(b) to (f) SAIL is taking steps on a continuous basis for enforcing austerity and reducing cost of production which include modernisation and technological upgradation of its plants; improved quality product-mix and production in line with market requirement, improving techno-economic factors i.e reduction in coke rate, energy consumption, metallic input, improvement in yield; improving availability of equipment through effective maintenance; strict control on administrative expenses etc.

These measures are likely to result in substantial savings during 1996-97. Austerity measures and measures for reduction in cost of production being continuous efforts, do not require any separate survey. Austerity measures have been re-emphasised for identification of more areas of expenditure control.

**Irregularities Committed In Awarding Contract of Gauge Conversion**

\*192. PROF. PREM SINGH CHANDUMAJRA: Will the Minister of RAILWAYS be pleased to state:

- (a) whether numerous irregularities have been committed in Railways in awarding the contracts for gauge conversion;
- (b) if so, whether the investigation of the said cases has been entrusted to CBI;
- (c) if so, the total number of cases handed over to CBI for investigation so far and the time by which the investigation of these cases is likely to be completed;

(d) whether CBI has sought necessary permission for filing the chargesheets against some officials; and

(e) If so, the details of such cases?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) to (c) A few cases of irregularity have come to the notice in the award of various contracts for gauge conversion works on different Railways, which are being/ have been investigated by the Railway Vigilance and the CBI.

CBI have taken up 6 cases for investigation where prima-facie irregularities in award of the contracts have been detected. The matter is being pursued with the CBI for early completion of the investigation.

(d) No, Sir.

(e) Does not arise.

[English]

### Borrowing of Funds

\*193. SHRI I.D. SWAMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Board has borrowed crores of rupees from the public through the Indian Railway Finance Corporation Ltd.;

(b) if so, the amount borrowed, the year of borrowing, date of maturity with interest and purpose for which it was borrowed; and

(c) the manner in which the Railway propose to finance the huge amount?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): (a) Yes, Sir.

(b) The desired information is as under:

Amount borrowed (Rs./Cr.)	Year of borrowing	Date of Maturity	Purpose
959.40	1987-88	April 97 & Feb. 98	These funds are
600.00	1988-89	Feb-March, 1999	used for
1000.00	1989-90	Dec. 1999 & Jan. 2000	procurement of
1170.00	1990-91	Aug. 2000 & Mar. 2001	Railway Rolling
1500.00	1991-92	July & Nov. 2001	Stock assets.
Nil	1992-93		
740.71	1993-94	March 1999 & March, 2001	
206.50	1994-95	Oct. 2001 & January, 2002	
259.32	1995-96	Sept. 2002 to March, 2003	
6435.93			

Note: (1) In addition to the above, Indian Railway Finance Corporation raised USD 70 million through External Commercial Borrowing during 1995-96 and 1996-97 for import of capital goods by Indian Railways. These will become due for repayment in March, 2003.

(2) The interest payable to the Bond-holders, possessing non-cumulative Bonds, is paid half-yearly. Those who hold cumulative Bonds will be paid interest along with the value of their Bonds on maturity as per the scheme.

(c) The funds are invested in the rolling stock which is given on lease to the railways. The Lease Rentals paid by the Railways to the Indian Railway Finance Corporation include interest and principal recovery enabling the Corporation to service the lenders as well as redeem the bonds on maturity.

[Translation]

### Hike in the Fares of AI and IA

\*194. DR. RAMESH CHAND TOMAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government propose to increase the fares of Indian Airlines and Air India;

(b) if so, the details thereof and the time by which the increased fares are proposed to be made effective; and

(c) the difference between the fares of the Indian Airlines and that of private airlines?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) and (b) So far as Indian Airlines is

concerned, at present, there is no proposal for increasing the fares for domestic services. Recently, on the recommendations of IATA, increase in fares of 5% were permitted from India to UK/Europe. Further, due to increase in fuel prices, 5% increase in fares were also permitted on international flights. These increases were effected by Air India from 1.3.1997 onwards.

(c) Private airlines are free to charge fares depending upon the market forces. It is generally observed that the fare charged by Private Airlines is either on par with that of Indian Airlines or slightly higher.

[English]

#### **Lease of Land at Juhu Airport**

\*195. SHRI ANANT GUDHE:  
SHRI MOHAN RAWALE:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether attention of the Government has been drawn to the news item captioned "Airport officers flayed for Cheap Lease" appearing in the 'Indian Express' dated February 6, 1997;

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

(c) the details of action taken/proposed to be taken against the officers involved in offering the lease of land at a throw away price at Juhu airport?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) Yes, Sir.

(b) and (c) The land has not been leased to any party so far and the Board of Airports Authority of India has not taken any final decision in this regard. Hence, there is no financial loss to the Authority. However, an inquiry has been conducted into this transaction by the Chief Vigilance Officer and the report is being examined.

#### **International Film Festival of India**

\*196. SHRI BANWARI LAL PUROHIT:  
SHRI SATYAJITSINH DULIPSINH GAEKWAD

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the films shown in the International Film Festival of India held at Thiruvananthapuram on January 10, 1997, were dull and drab;

(b) if so, whether there was great dissatisfaction over the quality of films;

(c) if so, the reasons therefor;

(d) the details of the films selected and the criteria adopted for their selection;

(e) the details of the Indian films which won acclaim and the outcome thereof in terms of merit awards and orders for Indian films secured as a result thereof;

(f) whether the Film Federation of India boycotted the International Film Festival;

(g) if so, the reasons therefor; and

(h) the steps taken by the Government to ensure that IFFI do not lose its purport and lustre?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) and (b) No, Sir. The festival was infact organised successfully and some of the best films available in World cinema were screened. This included films from Asia, Africa, Latin America, Europe, U.S.A. as well as India.

(c) Does not arise.

(d) (i) FOREIGN FILMS:

1. Foreign films for the International Film Festival of India are selected in accordance with long-established International guidelines, most of which are common to the film festivals of the world. Films are selected keeping in view the overall aim of the festival mentioned in the Festival Regulations every year, which is reproduced below :-

"The Festival aims at providing a common platform for the cinematographies of the world to project the excellence of their film art; contributing to the understanding and appreciation of the film cultures of different nations in the context of their social and cultural ethos; and promoting friendship and co-operation among different peoples of the world."

2. For the "Cinema of the World" Section, feature films of high quality which had been entered in, or had won awards at other International Film Festivals, or were of extraordinary merit, were accepted for exhibition.

3. In addition, the special packages of films for the Focus, Retrospectives, Tributes etc., were selected keeping in view the suggestions, if any, of the Organising Committee. Care was taken to concentrate on the cinema of countries from Asia, Africa or Latin America in the Focus Section of the Festival, in keeping with the practice of highlighting the cinema of Third World countries. Retrospectives and Tributes featuring major film-makers of the world from different countries were also screened.

(ii) INDIAN FILMS

#### **SELECTION OF INDIAN PANORAMA FILMS**

The Indian Panorama Films were selected by selection panels of eminent persons. Films certified by the Central Board of Film Certification (CBFC) between 1st September, 1995 and 31st August, 1996 and selected by the panels were included in the Indian Panorama. The aim of the Indian Panorama is to select feature and non-feature films of cinematic, thematic and aesthetic excellence, for the

promotion of film art through the screening of these films.

The list of films selected for International Film Festival of India, 1997 is given in the statement enclosed.

(e) The question does not arise as the festival was a non-competitive one.

(f) and (g) The Film Federation of India did not officially participate in the festival due to lack of consensus over the choice of the chief guest for the inaugural function.

(h) The festival, over the years, has been attracting outstanding films from all over the world and is now an important event on the international cultural calendar. It is the constant endeavour of the Government to ensure that the festival provides the best of world and Indian cinema to film-makers, technicians, artistes, critics, students of cinema and film lovers in the country.

#### Statement

##### *List of Films Screened under Cinema of the World Section*

S.No.	Title	Country
1	2	3
1.	The Promise	Belgium
2.	Snow Stormy Station	Kirghizstan/Russia
3.	Death At The Doorstep	Srilanka
4.	Multiplicity	U.S.A.
5.	Provocateur	Poland
6.	The Boys Club	Canada
7.	Red Cherry	China
8.	Premeditated Murder	Yugoslavia/Hungary
9.	The Jaguar	France
10.	Adam and Eve	Portugal
11.	The Dress	Netherlands
12.	Vacant Possession	Australia
13.	Man, Women User's Manual	France
14.	Notes From Underground	U.S.A.
15.	Too Late	Romania/France
16.	Prisoner Of The Mountains	Kazakhstan/Russia
17.	Lust and Revenge	Australia
18.	Crime Times	Netherlands
19.	Charm's Incidents	Austria
20.	Irma Vep	France

1	2	3
21.	Lulu	Canada
22.	Breaking The Waves	Denmark/UK/Norway/ Sweden/France
23.	Animal Love	Austria
24.	Kristin Lavransdatier	Norway
25.	Taxi	Spain
26.	Pretty Village Pretty Flame	Yugoslavia
27.	Dying To Go Home	Netherland/Portugal
28.	Ghosts in Transit	France
29.	Gone With Horses	Russia
30.	Fire	Canada/India
31.	Drifting Clouds	Finland
32.	The Eight Tomb Village	Japan
33.	Michael Collins	U.S.A.
34.	Broken Silence	Switzerland
35.	The Holy Week	Poland
36.	Gabbeh	Iran
37.	Cry Of The Silk	France
38.	Fly Away Home	U.S.A.
39.	Night Of Destiny	Srilanka
40.	What A Wonderful Game	Russia
41.	The Pupil	France
42.	Gate Gate Paragate	Vietnam/Switzerland
43.	Corisco And Dada	Brazil
44.	Kansas City	U.S.A.
45.	Naseer-56	Egypt
46.	Three Lives And Only One Death	Italy
47.	Hard Core Logo	Canada
48.	Citizen Ruth	U.S.A.
49.	Midaq Alley	Mexico
50.	Lillies	Canada
51.	Basquiat	U.S.A.
52.	Village of Dreams	Japan
53.	In Full Gallop	Poland

+

1	2	3
54. Dead Man Walking		U.S.A.
55. Erotic Tales - II		Brazil/Finland/ Germany/Netherlands
56. Looking For Richard		U.S.A.
57. Under Ground		France/Germany/ Hungary
58. Deep Crimson		Mexico/France/Spain
59. The Pallbearer		U.S.A.
60. The Lady Is Back		Argentina
61. The Little Sister		Netherlands
62. Flirting With Disaster		U.S.A.
63. Marks		Japan
64. Secrets And Lies		U.K.
65. Brothers In Trouble		U.K.
66. The Sleeping Man		Japan
67. Heavy		U.S.A.
68. The School Of The Senses		Hungary
69. Gamera The Guardian Of The Universe		Japan
70. The Bloody Child		U.S.A.
71. Farewell My Darling		South Korea
72. She's The One		U.S.A.
73. The God's Comedy		Portugal
74. Courage Under Fire		U.S.A.
75. Cavefy		Greece
76. Kura		Japan
77. Women		Israel
78. My Mother's Courage		Germany
79. The Spouse		Iran
<i>Retrospective of Krzysztof Kieslowski (Poland)</i>		
1. Decalogue 1		
2. Decalogue 2		
3. Decalogue 3		
4. Decalogue 4		
5. Decalogue 5		

1	2	3
6. Decalogue 6		
7. Decalogue 7		
8. Decalogue 8		
9. Decalogue 9		
10. Decalogue 10		
11. From The City Of Lodz		
12. I Was A Soldier		
13. Factory		
14. Before The Rally		
15. Refrain		
16. Bricklayer		
17. X-Ray		
18. Curriculum Vitae		
19. Hospital		
20. Slate		
21. The Scar		
22. From A Night Porter's Point Of View		
23. I Don't Know		
24. Seven Women Of Different Ages		
25. Camera Buff		
26. Station		
27. Talking Heads		
28. Blind Chance		
29. No End		
30. Krzysztof Kieslowski - I'M SO SO		
<i>Retrospective of Mohsen Makhmalbaf (Iran)</i>		
1. The Peddler		
2. The Cyclist		
3. A Selection Of Images In Ghajar Dynasty		
4. Time Of Love		
5. Salam Cinema		
6. Gabbch		
7. A Moment Of Innocence		
<i>Film in the Asian perspective section</i>		
1. And The Moon Dances		(Indonesia)

1	2	3
2. The Arsonist		(Malaysia)
3. Three Friends		(South Korea)
4. Dark Night Of The Soul		(Sri Lanka)
5. Goodbye South, Goodbye		(Taiwan)
6. Cockroach		(Turkey)
7. The House Of The Peacock		(Thailand)
8. Nostalgia For The Country		(Vietnam)
9. Foreign Moon		(China)
10. Peach Blossom		(China)
11. Flor Contemplacion Story		(Philippines)
12. Mee Pok Man		(Singapore)
13. Festival		(South Korea)
14. Ah Chung		(Taiwan)

*Focus on South Africa*

1. Jemima And Johnny
2. Dingaka
3. Boesman En Lena
4. Fiela's Child
5. Making Of The Mahatma
6. Sarafina
7. Katrina
8. The Fourth Reich
9. African Dream
10. Wheels And Deals

*Perspective on Latin America*

1. La Nave De Los Suenos  
(The Ship Of The Dreams) (Colombia)
2. Desnudo Con Naranjas  
(Naked With Organges) (Venezuela)
3. O'Quatrilho  
(The Foursome) (Brazil)
4. Fotos Del Alma  
(Pictures Of The Soul) (Argentina)

*Tribute to Miguel Littin*

1. El Chacal De Nahueltoro  
(The Jackal Of Nahueltoro)

1	2	3
2. La Tierra Prometida (The Promised Land)		
3. Los Naufragos (Ship Wrecked)		
<i>Homage to Marcello Mastroianni</i>		
1. Three Lives And Only One Death		
<i>List of Feature Film in Indian Panorama Section</i>		
1. Adajya		Assamese
2. Rag Birag		Assamese
3. Kahini		Bengali
4. Lal Darja		Bengali
5. Nayantara		Bengali
6. The Making Of The Mahatma		English
7. Halo		Hindi
8. Kraurya		Kannada
9. Nairashya		Kannada
10. Desaadnam		Malayalam
11. Kanakkinavu		Malayalam
12. Katha Don Ganpatraonchi		Marathi
13. Sardari Begum		Urdu
14. Kathapurushan		Malayalam
<i>Non-Feature Films in Indian Panorama</i>		
1. Through A Lens Starkely		English
2. Karmaveer Gourishankar Roy		English
3. Hastir Kanya		Assamese
4. Dhatudhar'96		Bengali
5. Sham's Vision		English
6. Portrait Of A Film Director		English
7. The Rebel		Hindi
8. The Tragedy		Music
9. The Bleeding In The Sun		English
10. Mamuli Ram The Little Big		Hindi
11. Ajit		Hindi
12. Flash Back		English
13. Rabia Chalkkunnu		Malayalam

1	2	3
14. Ithihasathile Khasak		English/Malayalam
15. Drip And Sprinkler Irrigation		Hindi
16. The Brief Journey		Hindi/English
<i>Homage to Smita Patil</i>		
1. Bhumika		
2. Chidambaram		
<i>Homage to P.A. Backer</i>		
1. Chappa		
2. Prema Lekhanam		
3. Manimuzhakkam		
<i>Tribute to Tapan Sinha</i>		
1. Daughters Of The Century		
<i>Films in the Malayalam Retrospective</i>		
1. Marthanda Varma		
2. Chemmeen		
3. Iruttinte Atmavu		
4. Olavum Theeravum		
5. Nirmalyam		
6. Elipathayam		
7. Rugmini		
8. Anubhavangal Palichakal		
9. 1921		
10. Thinkalazhcha Nalla Divasam		
11. Manichitra Thazhu		
12. Piravi		
13. Ormakai Undayirikkanam		
14. Amma Ariyan		
15. Oru Vadakkan Veeragatha		
16. Magrib		
17. Dalvathinte Vikrithikal		
18. Uppu		
19. Aswathamavu		
20. Esthappan		
21. News Paper Boy		

1	2	3
22. Neelakkuyil		
23. Adaminte Variyellu		
24. Ore Thooval Pakshikal		
25. Kazhakam		
26. Unnikuttanu Joli Kitti		
27. Kumara Sambhavam		
28. Kilukkam		
29. Amaram		
30. Bhargavi Nilayam		
31. Sukrutham		
32. Sammohanam		

[*Translation*]

#### Indian Air Services

\*197. SHRI JAGDAMBI PRASAD YADAV: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Indian Air Services are lagging behind as per the International standards;

(b) whether these services do not have sufficient number of superior quality planes and whether there is a lack of mechanical facilities for monitoring of air services;

(c) whether the standard of maintenance of planes is also very poor; and

(d) if so, the details of the programmes formulated/likely to be formulated by the Government to bring its air services at par with International air services?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) to (d) Air India and Indian Airlines' services are comparable to International standards.

Both Air India and Indian Airlines have adequate number of aircraft to meet the present requirement of their schedule of flights. However, both the airlines have plans to continue the renewal and expansion of their fleet of aircraft during the Ninth Plan period. All aircraft in their fleet meet the airworthiness requirement stipulated by the Director General of Civil Aviation (DGCA).

The two airlines are following procedures and programmes for maintenance of aircraft as laid down by the manufacturers and approved by the DGCA.

#### Installation of STD/PCOA

\*198. SHRI K.D. SULTANPURI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of STD/PCOs installed in the country during the last three years, State-wise; and

(b) the criteria followed while sanctioning them?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The information is given in the attached statement.

(b) STD/PCOs are allotted by the STD/PCO allotment committee constituted one for each SSA consisting of 2 official members and non-official members one each nominated by sitting Members of Parliament representing the SSA. Educational qualification is 8th pass for rural areas and Matric/High School pass for urban areas. Preference is given to the following categories of persons:

1. Handicapped including blind persons.
2. SC/ST Applicants.
3. Ex-Servicemen & War Widows.
4. Retired DoT employees or their dependents.
5. Dependents of Freedom Fighters.
6. Charitable Institutions/Hospitals.

#### Statement

S.No.	Name of the Circle	STD PCOs 1993-94	Provided 1994-95	during 1995-96
1	2	3	4	5
1.	Andaman & Nicobar	0	0	6
2.	Andhra Pradesh	780	1550	1976
3.	Assam	300	480	333
4.	Bihar	940	272	380
5.	Gujarat	1289	2744	1908
6.	Haryana	301	891	686
7.	Himachal Pradesh	66	111	144
8.	Jammu & Kashmir	26	75	108
9.	Karnataka	1079	2154	1323
10.	Kerala	928	1608	2078
11.	Madhya Pradesh	1536	2438	2105
12.	Maharashtra	2190	2028	4323
13.	North Eastern	64	125	153
14.	Orissa	213	457	717
15.	Punjab	702	1471	3232
16.	Rajasthan	982	2165	1236

1	2	3	4	5
17.	Tamil Nadu	416	1125	1750
18.	Uttar Pradesh(East)]			
19.	Uttar Pradesh(West)]	827	2926	3356
20.	West Bengal	0	264	608
21.	Mumbai	796	1492	1412
22.	Calcutta	596	1313	1717
23.	Delhi	345	511	2134
24.	Chennai	229	310	798

#### Foreign Companies In Mining Sector

\*199. DR. MAHADEEPAK SINGH SHAKYA:  
SHRI SHIVRAJ SINGH:

Will the Minister of MINES be pleased to state:

(a) the details of proposals received from foreign companies to invest in mining sector;

(b) whether the Foreign Investment Promotion Board (FIPB) has cleared some proposals in this regard;

(c) if so, the details thereof, State-wise; alongwith the areas identified therefor, mineral and metal-wise;

(d) the investment involved in these proposals; and

(e) the number of companies which have started mining work by December, 1996; State-wise?

THE MINISTER OF STEEL and MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (d) The proposals for foreign investment, inter-alia, in the mining sector are received by the Secretariat of Industrial Approvals, Department of Industrial Policy and Promotion, Ministry of Industry for consideration by FIPB. On the recommendations of the Ministry of Mines, FIPB has approved investment pattern of 33 proposals in the Mining/Metallurgical sector involving a total investment of Rs.2312.31 crores as per details furnished in the Annexure.

(e) The grant of Prospecting Licence (PL) and Mining Lease (ML) is Governed by the provisions of the Mines and Minerals [Regulation and Development] Act, 1957 (MM[R&D] Act, 1957) and the rules made thereunder. Only in respect of minerals included in Schedule-I of the MM[R&D] Act, 1957, prior approval of the Central Government is necessary. Applications for grant of mineral concessions have to be made to the respective State Governments and the Central Government does not monitor the receipt of applications and the grant of Prospecting Licence and Mining Lease by the State Governments.



**Statement**

*List of Projects with Foreign Investment Approved In The Mineral Sector  
(November, 1995 to February, 1997)*

Sl. No.	Name of the Indian Co.	Name of the Foreign Co.	Percentage of Foreign Equity	Cost of Project/ Foreign Investment	Description of Project
1	2	3	4	5	6
1.	Finolex Cables Ltd. Pune	Eassex Group Inc., U.S.A.	50%	Rs.13.59 crores/ Rs.6.00 crores	Continuous Copper Rod manufacture.
2.	Geotech Pvt. Ltd.	Dr.Marshall Silver	30%	N.A./ Rs.3.30 lakhs	Consultancy service in the field of Geo- technology.
3.	Almetal Recyclers Limited (100% EOU)	1. Mr. Chine Joo Hai, Singapore.  2. N R I	45%  45%	Rs.55 lakhs/ Rs.68 lakhs	Recyclers of Non- ferrous metals like copper, aluminium, etc.
4.	Hindustan Zinc Ltd.	BHP Minerals, Australia	60%		Prospecting for Lead, Zinc, Copper, Gold and associated minerals.
5.	CRA Exploration (I) Pvt. Limited	CRA, Australia	100%	A \$ 1.50 lakhs (Rs.54 lakhs)	Technical consultancy
6.	Normandy Anglo Asian Indian Pvt. Ltd.	Normandy Anglo Asian Pvt. Ltd.,Malaysia	US \$ 1 lakh	N.A./ US \$ 1 lakh (Rs.36 lakhs)	Mining activities.
7.	Indian Barytes and Chemicals Ltd., Chennai (100% EOU),(Location at Anandarajapet, Cuddapah (AP)	CARPCO, USA.	12%	Rs.13.50 crores Rs.0.72 crores	Beneficiation of low grade Barytes Ore.
8.	NIL	Strait Resources Ltd., Australia	100%	US \$ 40 million (Rs.144 crores)	Exploration, process- ing and exploitation of Minerals.
9.	Ashton Mining India Pvt.Ltd., New Delhi	Ashton Mining, Australia	50%	N.A./ Rs.50 crores	Exploration, Mining development and mining operation of diamonds.
10.	Orissa Mining Corporation	RTZ Limited, U.K.	RTZ 51%	Rs.80 crores/ US \$ 11 million (Rs.39.60 crores)	Prospecting/mining of all minerals.
11.	Isrim Stones India Limited	Renitech Corporation, USA	Foreign 10% N R I 30%	N.A./ Rs.8 crores	Manufacturing of composite stones and Veneer panels.
12.	Dolphin Offshore Ltd., Bombay	Tetchy Investment of B.C., Netherlands	75%	Rs.5 lakhs/ Rs.3.75 lakhs	To conduct survey, research, analysis, assessment, etc.
13.	Gujarat Alkalies & Chemicals Ltd., Baroda, Gujarat	Ravtheon Engineers & Constructions Inc., U.S.A.	17%	Rs.1,200 crores/ Rs.66 crores	Manufacture of alumina Calcined alumina, fused alumina, alumi- nium hydroxide and integrated power unit of 70 MW.

1	2	3	4	5	6
14.	Larsen & Tubro Ltd., Bombay	To be identified	25%	Rs.1,993 crores/ Rs.164 crores	Alumina
15.	Kandula Aluminium Co. Ltd., Hyderabad	1. Australian Capital & Technologies Pty. Ltd., Australia. 2. N R I	53.43%  6.86%	—/ Rs.311.52 crores  Rs.40 crores	Calcined Alumina.
16.	Shri R.K. Bagri, NRI Promoter	METDIST, U.K.	60%	Rs.1200 crores/ Rs.400 crores	Copper smelter and Refinery project in Gujarat.
17.	Oxide India Pvt. Ltd.	VAM Ltd., UK	NRI 13.81%	Rs.92,600.00	Manufacture of high & low alumina purity bed support, activated alumina catalyst career.
18.	Bihar Sponge Iron	North Ltd., Australia	50%	Rs.50 lakhs	Setting up of Joint venture for prospect- ing, mine development & mining of iron ore.
19.	De Beers India Prospecting Pvt.Ltd.	De Beers Consolidated Mines Ltd.	100%	N.A.	Technical Consultancy Services.
20.	ACC-CRA Limited	CRA Limited, Australia	50%	Rs.10 crores	Exploration of Miner- als.
21.	U.P. Hepworth Pvt.Ltd.	Hepworth Minerals & Chemicals Ltd.,U.K.	51%	Rs.5.87 crores	Beneficiation of silica sands.
22.	BHP Minerals India Pvt.Ltd.	BHP Mineral Holdings Pty.Ltd., Australia	100%	US \$ 5 lakhs (Rs.1.80 crores)	Exploration & Mining Joint Ventures.
23.	Diamond Prospecting Pvt. Ltd.	De Beers Consolidated Mines Ltd.		US \$ 25 million (Rs.90 crores)	Prospecting & Mining of diamonds.
24.	Australia India Resources N.L., Australia	-	100%	US \$ 200 million (Rs.720 crores) during 5 years.	Exploration/Exploit- ation of Gold. (F.4/34/96-IC 2.11.96)
25.	R.G.C. Limited, Australia	-	100%	US \$ 8 million (Rs.28.8 crores)	Exploration for mineral sands (F.4/37/96-IC 2.11.96)
26.	Lum Mawshun Minerals Pvt. Ltd., Calcutta	Keystone Financial Corp- oration, Switzerland.	50%	Rs.250 lakhs	Mining and Export of Limestone. (F.4/16/96-IC 31.8.96)
27.	Reliance Industries Limited	De Beers Consolidated Mines Ltd., South Africa	50%	US \$ 15 million (Rs.52.50 crores)	Prospecting & Mining Diamonds (F.4/13/96-IC 18.10.96)
28.	Transworld Garnet Co.	Transworld Garnet Co., Canada.	100%	—	Processing of mineral sands.
29.	Meridian Peak Resources Corporation	Meridian Peak Resources Corporation, Canada	100%	—	Exploration in the mining sector.

1	2	3	4	5	6
30.	Gujarat Aluminium & Bauxite Ltd.	Raytheon Engineers & Construction Inc., USA	22%	Rs.162.80 crores	Manufacture of Alumina, Aluminium Compounds, Met.coke, Power, etc.
31.	Pro Am Exploration (I) Pvt. Ltd., Chennai	Proam Exploration Corporation, Canada	100%	Rs.5 lakhs	Natural Mineral Resources and Oil.
32.	Ashapura Minechem Ltd., Mumbai	Volclay International, U.S.A.	50%	Rs.5 crores	Manufacture and marketing of value added Bentonite Products.
33.	Jey Jeth Granite Products Ltd., Madras (Location of site Ambalpur, Karimnagar Distt., Andhra Pradesh)	Sunmin Marble Co. Ltd. Taiwan	41.66%	Rs.1 crore	Mining of dimensional blocks, trading of granite and marble blocks and export semi-finished and finished items of the above.
Total				Rs.2312.31 crores	

[English]

**Wireless Local Loop System**

\*200. SHRI ANNASAHIB M.K. PATIL:  
SHRI K.H. MUNIYAPPA:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether field trial of wireless in local loop system has been completed;

(b) if so, the details thereof;

(c) if not, the time by which it is likely to be completed; and

(d) the name of the cities where it is likely to be introduced?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) No, Sir. The field trial of the CDMA and CT-2 Wireless Local Loop System has not been completed.

(b) Not applicable in view of (a) above.

(c) About six months.

(d) The proposal for providing Wireless in Local Loop is not yet finalised.

**Posts Lying Vacant in AIR/Doordarshan**

1980. SHRI KRISHAN LAL SHARMA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether 730 posts in programme cadre of All India Radio and Doordarshan are lying vacant at present;

(b) if so, the reasons therefor;

(c) since when these posts are lying vacant; and

(d) the steps taken to fill up these posts?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) Yes, Sir.

(b) The posts have been vacant due to non-availability of eligible officers, the time taken by the recruiting agencies and at times due to litigation concerning promotion, etc.

(c) The vacancies occur from time to time and this is a continuous process on account of retirement on superannuation, resignation, deputation, etc.

(d) The steps include seeking relaxation in the eligibility criteria, impressing upon the recruiting agencies for early recommendation, etc.

**Gauge Conversion**

1981. SHRI T. GOVINDAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are contemplating immediate steps on the request of the Government of Kerala to complete the work of conversion of Kollam-Shenkota metre gauge line into broad gauge as the progress is very slow although the work was started long ago; and

(b) if so, the details thereof and the progress made so far?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) The work has been included in the Budget 97-98 and would be taken up after the necessary clearances have been obtained.

**Speed Post Facilities**

1982. SHRI B.L. SHARMA PREM: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of cities/towns for which the Speed Post facilities are available as at present;

(b) the period range for the delivery rate for Speed Post articles;

(c) the steps taken by the Government for the improvement of Speed Post service in the country;

(d) whether the Government propose of cover more towns/cities in the subsequent years; and

(e) if so, the details thereof, State-wise?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The details of the names of cities and towns in the country for which national Speed Post facilities are available are given in the statement enclosed.

(b) The maximum period range of delivery of Speed Post article is 2 days excluding the day of booking.

(c) The steps taken to improve the quality of Speed Post Service are as under:

1) Improved responsiveness to customer needs in the matter of picking up and delivery of Speed Post articles.

2) Rationalisation of procedure in the Speed Post Centres to make them more customer oriented and to ensure expeditious handling of Speed Post articles.

3) Introduction of computerised Track and Trace System in 8 metro cities.

4) Training and upgrading the skill of staff deployed in Speed Post Centres.

5) Better marketing and sharing the views of users by organising Customer Meets and focussed publicity.

(d) and (e) Expansion of Speed Post facility to more towns and cities is an ongoing process and based on traffic potential viability and operational feasibility. At present there is no proposal to expand the Service.

**Statement****Speed Post Centres**

- |                   |                            |
|-------------------|----------------------------|
| 1. Agartala       | 2. Agra                    |
| 3. Ahmedabad      | 4. Allahabad               |
| 5. Aluva (Alwaye) | 6. Bangalore               |
| 7. Bhopal         | 8. Bhubaneshwar            |
| 9. Calcutta       | 10. Calicut (Kozhikode)    |
| 11. Chandigarh    | 12. Coimbatore             |
| 13. Cuttack       | 14. Dehradun From 1.6.1995 |

- |                          |                         |
|--------------------------|-------------------------|
| 15. Delhi                | 16. Dhanbad             |
| 17. Faridabad            | 18. Gandhinagar         |
| 19. Gangtok              | From 1.8.1996           |
| From 30.6.1995           | 20. Gorakhpur           |
| 21. Gurgaon              | 22. Guwahati            |
| From 1.6.1995            |                         |
| 23. Gwalior              | 24. Hyderabad           |
| 25. Howrah               | 26. Imphal              |
| 27. Indore               | 28. Jaipur              |
| 29. Jalandhar            | 30. Jammu               |
| 31. Jamshedpur           | 32. Jodhpur             |
| 33. Kanchipuram          | 34. Kanpur              |
| 35. Kochi                | 36. Kollam              |
| 37. Kottayam             | 38. Lucknow             |
| From 1.6.1995            |                         |
| 39. Ludhiana             | 40. Madras              |
| 41. Madurai              | 42. Mangalore           |
| 43. Meerut               | 44. Moradabad           |
| 45. Mumbai               | 46. Mysore              |
| 47. Nagpur               | 48. Nasik From 1.6.1995 |
| 49. Patna                | 50. Panaji              |
| 51. Pondicherry          | 52. Pune                |
| 53. Raipur               | 54. Ranchi              |
| 55. Salem                | 56. Shillong            |
| 57. Shimla               | 58. Silchar             |
| 59. Siliguri             | 60. Srinagar            |
| From 30.6.1995           |                         |
| 61. Surat                | 62. Tirupati            |
| 63. Tirupur              | 64. Tiruvananthapuram   |
| 65. Trichy               | 66. Trissur (Trichur)   |
| 67. Udaipur              | 68. Udipi               |
| From 1.12.1995           | From 1.9.1996           |
| 69. Vadodara             | 70. Varanasi            |
| 71. Vijayawada           | 72. Visakhapatnam       |
| 73. 56 APO               | 74. 99 APO              |
| From 15.11.1994          | From 15.11.1995         |
| 75. Amritsar From 1.1.97 |                         |

---

1994-95 = 63+2

1995-96 = 70+2

1996-97 = 72+2

### **Passengers Facilities at Cochin Airport**

1983. SHRI V.M. SUDHEERAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government are aware of the need for providing more facilities for the passengers at Cochin Airport;

(b) if so, whether the Government propose to take immediate steps for the development of Cochin Airport; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) to (c) The existing airport at Cochin belongs to Indian Navy. Technically it is not possible to modify and extend the existing terminal building. A new airport at Nedumbassery, at a distance of 24 kms. from present the airport, is being constructed by Cochin International Airport Limited and is expected to be completed within one year.

### **Hardships to Passengers Due to Setting up of Bazar Plaza**

1984. DR. ASIM BALA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware of the fact that the passengers are facing hardships due to setting up of a Bazar Plaza besides the Cab Road of Howrah Railway Station;

(b) if so, whether it is also a fact that the movement of passengers were restricted by this Bazar and hinderances to the public during the peak hours;

(c) if so, whether any steps to be taken to shift the Bazar Plaza in consultation with the Vendors and Catering Staff of Howrah North Wing Vending Stall;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (e) There is no Bazar Plaza inside Howrah Station. However, for smooth flow of passengers, some stalls have been shifted from the South Concourse to the North Concourse in an area which is protected by iron grill fencing. Moreover, shifting of stalls from South Concourse has been also necessitated due to proposed reconstruction of double discharge facilities.

### **Increase in the Air Fare**

1985. SHRI BADAL CHOUDHURY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have been increasing air fare since 1995 again and again; and

(b) if so, the amount of subsidy given to the N.E. Region States since 1995?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) Indian Airlines has increased its fares on domestic sectors w.e.f. 1st October, 1995 by an average of 20% and w.e.f. 22nd September, 1996 on an average of 16.3% respectively.

(b) No subsidy has been given for operation of services to North Eastern region since 1995.

### **Enhancement of Fare**

1986. SHRI RUP CHAND MURMU: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No.4136 dated December 19, 1996 and state:

(a) whether the Government have come to the conclusion that many passengers may not like to avail this facility and because of bedrolls to all passengers may require enhancement of fare;

(b) if so, whether the provision of providing the bedrolls does not fall under passenger amenities;

(c) whether any survey is being conducted about the opinion of the passengers; and

(d) if not, the reasons therefor:

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Considering the fact that bed rolls may be required by the passengers travelling in AC3-Tier coaches, bed rolls are being supplied to all the passengers travelling in AC 3-Tier coaches of Rajdhani Express trains by including the bed roll charges in the fare itself. In the case of trains other than Rajdhani Expresses, Zonal Railways have been advised to supply bed rolls on demand to passengers travelling in AC 3-Tier coaches on realising the prescribed charges.

(c) Survey is conducted from time to time to obtain the opinion of the passengers on passenger amenity items including supply of bed rolls.

(d) Does not arise.

### **Modern Exchange at Muvattupuzha in Ernakulam**

1987. SHRI P.C. THOMAS: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to commission a Modern Telephone Exchange at Muvattupuzha in Ernakulam district;

(b) if so, the details thereof; and

(c) the time by which it is likely to be functional?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes, Sir.

(b) A 5,000 lines Modern Telephone exchange at Muvattupuzha is planned.

(c) The exchange is likely to be functional during Ninth Five Year Plan.

#### **Construction of Fly Over**

1988. SHRI HANNAN MOLLAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have since taken any decision to construct fly over at Liluah, Mourigram and Rishra;

(b) if so, when and the details thereof; and

(c) if not, the reasons for the delay in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir. For Liluah and Mourigram only.

(b) and (c) Road Over Bridge at Liluah was approved in 1988-89 and Road Over Bridge at Maurigram has been included in Works Programme 97-98. State Govt. has neither awarded contract for their portion of work nor have they commenced any work for Liluah Road Over Bridge. Railway will take up the work once State Govt. commence their portion of work.

For Road Over Bridge at Rishra State Government has not sponsored the proposal as yet.

#### **Telephone Dues**

1989. SHRI K.P. SINGH DEO: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the details of the amount outstanding as telephone dues against the Members of Parliament and ex-Member of Parliament as on December 31, 1996, Member-wise;

(b) the steps being taken to recover this amount;

(c) whether any complaints from the Members of Parliament about excess billing have been received by the Government; and

(d) if so, the action taken thereon?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The information is being collected and will be laid on the Table of the House.

(b) The recovery of outstanding dues is being pursued with concerned MPs/Ex-MPs.

(c) Yes, Sir.

(d) On receipt of complaints from MPs, detailed reports are called for from the concerned units. Based on these, the cases are decided after careful examination. The MPs are thereafter replied to individually.

#### **Financial Assistance**

1990. SHRI SANAT KUMAR MANDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have sought financial assistance in the form of soft loans and grants from Germany for upgrading and modernising telecommunication systems in Indian Railways;

(b) whether Germany, on its part, has offered assistance in developing multi-modal transportation systems;

(c) if so, the nature of assistance and mutual co-operation offered by Germany viz., equipment, installation and commissioning of the system and eventual indigenous manufacture by transfer of technology in various fields of telecommunication in the Indian Railways; and

(d) its technical and financial implications?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Indian Railways have sought German assistance in the form of loan for improving of signalling between Ghaziabad and Kanpur. The package includes train radio communications. A proposal in this regard was processed through the Ministry of Finance to KfW/Germany who had a feasibility study done.

(b) No, Sir.

(c) It will be financial assistance in the form of loan.

(d) It will be known after the study is finalised.

#### **New Telephone Exchange in Mumbai**

1991. SHRIMATI JAYAWANTI NAVINCHANDRA MEHTA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there is any proposal to set up new telephone exchanges in Mumbai;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the time by which all the wait listed persons are likely to get telephone connections?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes, Sir.

(b) The details of new telephone exchanges set up upto February, 1997 and likely to be commissioned in March, 1997 during the year 1996-97 are given in Statement I and II respectively.

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

(d) Wait listed persons as on date are likely to get telephone connections by June, 1997 except in a few technically non-feasible pockets.

**Statement-I**

*Details of New Telephone Exchanges set up in Mumbai up to February, 1997 during the Year 1996-97*

Sl. No.	Name of Exchange	Capacity in Lines
1.	Mankhurd RSU	7000
2.	Byculla - I	5000
3.	Sakinaka RLU	2000
4.	G'Dham RSU	2750
5.	Mandvi - II	11500
6.	Gamdevi - III	1000
7.	Fountain RSU	5750
8.	Goregaon	1250
9.	Wadala - III	7000
10.	Bandra	1250

**Statement - II**

*Details of New Telephone Exchanges likely to be set up in Mumbai during March 1997*

Sl. No.	Name of Exchange	Capacity in lines
1	2	3
1.	Gamdevi - II	7000
2.	Bandra - III	5000
3.	Khar RSU	2000
4.	Goregaon - II	8000
5.	Malad - II	11750
6.	Borivli-RSU	4250
7.	Bhayandar (E) RSU	5500
	&	
	Bhayandar (W) RSU	
8.	Samatanagar RSU	3000
9.	Mira Road RSU	3000
10.	Charkop	10000
11.	Godrej RSU	1000
12.	Chembur RSU	13000
13.	Nityanandnagar RSU	5000
14.	Mankhurd - III	2000

1	2	3
15.	Rabale RSU	1000
16.	Sheva RSU	3000
17.	Mumbra RSU	3000
18.	Waghle Estate RSU	4000
19.	Panchpakhadi RSU	6000
20.	Vashi Sector - 7 RSU	5000
21.	Nerul RSU	4000

**Introduction of Shatabdi Type Express Train  
between Jalpaiguri and Howrah**

1992. PROF. JITENDRA NATH DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to introduce a Shatabdi type train from New Jalpaiguri to Howrah and back;

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

(c) if not, the reasons therefor;

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) Does not arise.

(c) and (d) The feasibility of running a Shatabdi type train between Howrah and New Jalpaiguri has been examined but not found feasible due to resource and operational constraints including line capacity constraints on the section and maintenance constraints at Howrah.

**Allotment of Private Stalls at Howrah  
Railway Station**

1993. SHRI UDDHAB BARMAN: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of private stalls allotted at Howrah Railway Station during the last three years;

(b) the details of those stalls and space provided to them separately;

(c) the earnings of the Railways from each of those stalls, year-wise; and

(d) the earnings of Railways from vending stalls as compared to private stalls during the above period?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No stall has been allotted at Howrah Railway Station.

(b) and (c) Do not arise.

(d) Sales turnover of the departmental units and licence realised from private licencees at Howrah is as under:

Year	Licence Fee (Rs. in thousands)	Sales Turnover (Rs. in Crores)
1993-94	42.6	1.59
1994-95	42.6	1.75
1995-96	42.6	3.62

#### **Return Reservation Facilities**

1994. SHRI BAJU BAN RIYAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are considering to link up Agartala with Delhi, Mumbai, Madras and Secunderabad so as to ensure return reservation facilities for the people there;

(b) if so, when and the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Bookings for onward and return journey reservations can be made from Agartala for all trains originating from the stations linked to the reservation system at Calcutta.

The facility of onward and return journey reservations from the stations linked to the other four reservation systems can become available at all reservation offices, including Agartala only when networking of the five reservation systems is established. For this purpose networking software is in the development and testing phase.

(c) Does not arise.

#### **Increase in Number of Coaches**

1995. SHRI MEHBOOB ZAHEDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have since taken any decision to increase the number of coaches with the passenger trains;

(b) if so, the details thereof;

(c) whether Rampurihat, Barharwa, Danapur, Salar passenger trains are running with less number of coaches;

(d) if so, the reasons therefor;

(e) the steps taken/proposed to be taken by the Government to increase the number of coaches with these trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) In-

creasing number of coaches in Passenger trains keeping in view the traffic, hauling capacity of locomotive, availability of coaches and other facilities is a continuous process.

(c) and (d) Some Passenger trains on these sections are running underload due to paucity of 2nd class coaches.

(e) Action is being taken to increase the number of coaches on these trains gradually with the improvement in availability of 2nd class coaches.

#### **Restaurants Working under Hotel Janpath and Hotel Samrat**

1996. SHRI PRADIP BHATTACHARYA: Will the Minister of TOURISM be pleased to state:

(a) the details of Restaurants presently working under the Hotel Janpath and Hotel Samrat, New Delhi;

(b) whether it is a fact that the management is constantly trying to close down and to destroy the costliers glass works and furniture for enabling private contractors to run the business;

(c) whether such an effort is damaging the reputation of the ITDC;

(d) whether any enquiry has been ordered to fix up accountability of the Officers who have been failing to run the restaurants merely for lapses;

(e) if so, the facts thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) The details of restaurants operating in Hotels Janpath and Samrat are given hereunder:

#### **Hotel Janpath**

1. Gulnar - Indian Cuisine
  2. Orbit - Buffet serving Indian, Continental and Chinese food
  3. Mandarin Room - Chinese
  4. The Coffee Shop
  5. Food Plaza\* - Fast food multi-cuisine restaurant
- \*Being operated by private party on lease basis.

#### **Hotel Samrat**

1. Gardenia - 24 hour Coffee Shop
2. Baradari - Indian Cuisine

(b) and (c) No, Sir. Change in cuisines, interiors and leasing out restaurant activity to private party is considered based on the demand and in the business interests of the Corporation. Leasing out speciality restaurants on selected basis generates ensured income and also attracts guests who prefer that speciality cuisine.



(d) and (e) The matter relating to conversion of "Mandarine Room" of Janpath Hotel from a Chinese cuisine restaurant to a South Indian Cuisine restaurant is under examination.

#### **Khurda Puri Railway Line**

1997. SHRI BHAKTA CHARAN DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Orissa has submitted any proposal regarding railway line between Khurda and Puri;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (c) The State Govt. of Orissa had requested for doubling Khurda Road-Puri section of S.E.Railway. However doubling of single line section is normally taken up when their carrying capacity is saturated, freight intensive sections being given priority. The traffic on Khurda Road-Puri section has not yet reached the level to justify doubling. As and when the traffic warrants its doubling, the same would be considered.

#### **Train Accidents on Alipurduar-Dimapur Line**

1998. DR. PRABIN CHANDRA SARMA:  
DR. ARUN KUMAR SARMA:

Will the Minister of RAILWAYS be pleased to state:

(a) the number of train accidents took place on Alipurduar-Dimapur line of North Frontier Railway during the last three years;

(b) whether the Alipurduar-Dimapur line is prone to train accidents;

(c) if so, the details thereof;

(d) the loss suffered by the Railways due to these accidents;

(e) the loss of human lives as a result of these accidents;

(f) whether adequate compensation has been paid to the kith and kin of deceased/injured persons; and

(g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) The number of consequential train accidents on Alipurduar-Dimapur section of North-East Frontier Railway since 1993-94 is as under :-

Year	No. of accidents
1993-94	22
1994-95	26
1995-96	09
1996-97	05
(up to January 1997)	

(b) No, Sir.

(c) Does not arise.

(d) The cost of damage to railway property during the above years was Rs.8.17 lakhs, Rs.71.71 lakhs, Rs.3.54 lakhs and Rs.7.15 lakhs respectively.

(e) One person lost his life in accidents during 1994-95. In addition, 59 persons lost their lives in two incidents of bomb blasts on 25.2.1995 and 30.12.1996.

(f) Yes, Sir.

(g) Immediately after the accidents ex-gratia amounting to Rs.5,88,250/- was paid to the dependents of dead and injured passengers to take care of their immediate needs. Based on the verdict of the Railway Claims Tribunal, compensation amounting to Rs.57,76,000/- was also paid to them during 1993-94 to 1996-97 (up to January 1997).

#### **Renewal of Track**

1999. SHRI BALAI CHANDRA RAY:  
SHRI ANIL BASU:  
SHRI HARADHAN ROY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received any proposal from Eastern, South Eastern and North East Frontier Railways for sanctioning of adequate funds to clear the backlog of track renewals;

(b) if so, the details thereof;

(c) the present position of track renewals, Zone-wise; and

(d) the steps taken by the Government to clear the arrears of above Zones?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) Does not arise.

(c) The present position of Track Renewals Zone-wise is:

Railway	Target 1996-97 Kms. (CTR Units)
Eastern	320
N. East Frontier	80
S. Eastern	560

(d) Track renewals are being sanctioned depending on the funds available, capacity of the railway to execute the works without affecting the train running and the importance of the route. Works are being executed accordingly.

#### **Media Policy**

2000. SHRI SULTAN SALAHUDDIN OWAISI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government propose to formulate any new media policy as reported in the 'Times of India' dated September 12, 1996; and

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

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) and (b) The Sub-Committee of the Consultative Committee for the Ministry of Information and Broadcasting had submitted 'A Working Paper on National Media Policy' to the Chairman of the Consultative Committee i.e. Minister of Information and Broadcasting on 29.3.1996 for consideration in accordance with the terms and conditions for the functioning of the Sub-Committee. The Working Paper is presently under consideration with the newly constituted Consultative Committee of Ministry of Information and Broadcasting.

#### **Stoppage of Rampurhat Express at Bandel**

2001. SHRI ANIL BASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether people of Hooghly and North 24 Parganas of West Bengal are demanding for stoppage of 3017/3018 Rampurhat Express at Bandel;

(b) if so, the details thereof;

(c) whether it is also a fact that the people of this area would be benefited to get direct train services to go to Bolpur, Tarapith and Rampurhat; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (d) Yes, Sir. Some representations have been received in this regard. In view of availability of alternative services, there is no proposal at present to provide stoppage to 3017/3018 Howrah-Rampurhat Express at Bandel.

#### **Participation of Workers in Management Bill, 1990**

2002. SHRI CHHITUBHAI GAMIT: Will the Minister of LABOUR be pleased to state:

(a) whether the Government intend to review the Bill on Participation of Workers in Management Bill, 1990 with a view to incorporate amendments necessitated as a result of changing socio-economic scenario; and

(b) if so, the details regarding the policy of Government in this regard?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM): (a) and (b) The Participation of Workers in Management Bill, 1990 was referred to the Department-related Parliamentary Standing Committee on Labour and Welfare for examination and report. Following a preliminary hearing, the Parliamentary Standing Committee had suggested that the Government may review the Bill keeping in view the need for incorporating necessary amendments in the context of the changing socio-economic scenario of the country. The matter has been considered by the Indian Labour Conference (ILC) held on 24th-25th October, 1996 and it was decided that the Government may take appropriate action on the basis of the suggestions and notices received from all concerned.

The issue of amendments to the Participation of Workers in Management Bill, 1990 will be reviewed in the light of the deliberations of the Tripartite Committee on Employees Participation which is likely to be held shortly.

#### **Basic Improvement in the Management of Hotels and Restaurants**

2003. SHRI AJAY CHAKRABORTY: Will the Minister of TOURISM be pleased to state:

(a) whether the Government have received comprehensive representation from the All India ITDC Workers Federation for suggesting some basic improvement in the management of Hotels and Restaurants within ITDC;

(b) if so, the details thereof;

(c) whether it is a fact that the ITDC management has been regularly closing down the running restaurants to enable private contractors to step into ITDC business without reasons;

(d) if so, whether ITDC management is proving itself incompetent to cater the needs of its clients and guests for serving food and beverages; and

(e) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) and (b) No such comprehensive representation has been received in the Hotels Division of ITDC.

(c) to (e) No, Sir. It is not true that ITDC management has been closing down the departmentally run restaurants for leasing out to private parties. However, ITDC leases

out to private parties some restaurants/space for restaurants of special cuisines based solely on business considerations and not due to its incompetence/failure.

#### **Construction of High Level Platforms**

2004. SHRI HARADHAN ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware of the hardship being faced by the passengers at different stations between Barkar and Khana due to low level of platforms there;

(b) whether the Government are considering to construct high level platforms in those stations;

(c) if so, when and the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (d) Railway stations are provided with platforms as per norms based on the volume of passenger traffic. On Barkar - Khana Section rail level platforms have been provided at Khana, Rajbandh, Barachak, Paraj and Galsi and low level platform at Andal. Work of provision of High Level platform at Galsi has been sanctioned. Raising of platforms at other stations also will be considered when so warranted by growth in passenger traffic.

#### **Sanction to Extension of Mumbai Suburban Railway**

2005. SHRI CHINTAMAN WANAGA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have sanctioned extension of Mumbai Suburban Railway upto Dahanu Road Station;

(b) if so, the details thereof; and

(c) the time by which Mumbai Suburban trains are likely to be running upto Dahanu Road Station?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (c) The section upto Dahanu Road is already a notified section under Suburban system. Mumbai Suburban trains which are worked with 1500V DC system, can not be extended until dual voltage rakes become available and other system improvements like automatic block signalling, provision of high level platforms etc. are done. These works are under various stages of execution.

#### **Pending Claims**

2006. SHRI SANDIPAN THORAT: Will the Minister of TOURISM be pleased to state:

(a) whether number of claims from Private parties for supplies made works are pending for settlement in Regional Offices of India Tourism and Development Corporation in mega cities like Delhi, Calcutta, Chennai and Mumbai;

(b) if so, the number of settlement cases lying pending for the last one year;

(c) the total number of cases referred to arbitration particularly in Mumbai and progress made thereunder;

(d) whether the Government are considering to take any fresh steps for settlement of pending claims within a stipulated time; and

(e) if so, the details of major irregularities reported/committed by ITDC and progress of investigation?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) and (b) Presently, no case of claims is reported to be pending in Regional Offices of ITDC pertaining to private parties.

(c) No case has been referred to arbitration from Regional Office, Bombay.

(d) and (e) Do not arise.

#### **Gauge Conversion**

2007. SHRI N.K. PREMCHANDRAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether any work has been commenced to convert the existing Kollam-Schencottah metre gauge railway line into broad gauge line;

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

(c) if not, the time by which the work is likely to be commenced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (c) The work has been included in the Budget 97-98 and would be taken up after the necessary clearances have been obtained.

#### **Pension Scheme to the Workers of Indian Oil Corporation**

2008. SHRIMATI GEETA MUKHERJEE: Will the Minister of LABOUR be pleased to state:

(a) whether the workers employed under Indian Oil Corporation in Eastern Region made petitions demanding immediate implementation of Pension Scheme 1995 and payment of pension;

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

(c) if no action has been taken, the reasons therefor?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM): (a) to (c) Many employees of M/s Indian Oil Corporation in the Eastern Region have submitted representations for implementation of the Employees Pension Scheme, 1995 and also for disallowing the exemption application submitted by their management. Final decision on the representations of the employees has not been taken yet.

**Marathi Programmes**

2009. SHRI RAM NAIK: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether a demand has been made by a group of the Marathi television programme producers, directors and artists regarding telecast of Marathi Programmes from 7.30 p.m. to 11 p.m. on DD-1;

(b) if so, the action taken or proposed to be taken to meet this demand;

(c) whether DD-10 is a Marathi Channel but its timings are odd and is available only through cable and does not reach out to the far corners of Maharashtra; and

(d) if so, the steps taken/proposed to ensure that channel DD-10 can be viewed throughout Maharashtra without cable?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) No, Sir.

(b) Does not arise.

(c) and (d) DD-10 (Marathi Channel) is a Satellite Channel, which can be seen with the help of a cable or a dish antenna not only in the State of Maharashtra but throughout the length and breadth of the country. Marathi programmes are also available on the regional network, terrestrially all over the State of Maharashtra between 4.30 P.M. to 8.30 P.M.

**Publication of News Papers/Magazines**

2010. SHRI AMAR ROYPRADHAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number of daily, weekly and other news papers/journals/magazines being published in the country Category-wise as on December 31, 1996;

(b) the number of them are likely to face closure because of increase in cost of production following the levy of 10% customs duty on newsprint;

(c) whether the Government have received protests from INS and other bodies; and

(d) if so, the details thereof and the reaction of the Government thereto?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) As per records maintained in the office of the Registrar of Newspapers for India, the information is as follows:

Number of dailies	:	4453
Number of weeklies	:	13617
Number of other publications	:	24319

(b) Regarding closure of newspapers because of increase in cost of production following the levy of 10% customs duty on newsprint, no such information is available in the Ministry.

(c) and (d) Yes, Sir. The Indian Newspaper Society has submitted a representation demanding removal of 10% customs duty, removal of quantitative and other restrictions on import of newsprint, abolition of Newsprint Control Order 1962, reduction of import duties on the machinery, consumables, spares etc. used by the newsprint industry and to base the actual user requirement only on the registration certificate if the actual user condition is to be imposed for import to newsprint. The Government takes into account different factors while formulating its policies and seeks to strike a balance between the various points of view.

[Translation]

**Devas-Harda Railway Line**

2011. SHRI SUSHIL CHANDRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey has been conducted earlier to link Devas (Western Railway) with Harda (Central Railway) in Madhya Pradesh;

(b) if so, the details thereof; and

(c) the time by which the above rail line is likely to be laid down?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) and (c) Do not arise.

[English]

**Urdu Programme**

2012. SHRI MUKHTAR ANIS: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) details of Urdu newspapers on the approved list of the Directorate of Audio Visual Publicity as on April 1, 1996 with their circulation, State-wise;

(b) the details of additions to this list by December, 1996 State-wise; and

(c) the rate of advertisements released to each of these newspapers during 1995-96 and 1996-97 so far?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) and (b) Details are given in the attached statement.

(c) The rate of each newspaper depends on their circulation. It is worked out as per a rate structure devised by the Rate Structure Committee, and is related to circulation. During 1995-96, the advertisement rates of Urdu

newspapers/journals ranged from Rs.8.00 per single column centimetre (psccm) to Rs.46.40 psccm. During 1996-

97 the rates range from Rs.8.00 psccm to Rs.47.10 psccm.

### Statement

(a) *Details of Urdu newspapers on the approved list of Directorate of Advertising and Visual Publicity as on April 1, 1996 is given below:*

State	No. of Publications					Circulation Range (Copies)
	Daily	Weekly	Fortnightly	Monthly	Others	
Andhra Pradesh	40	16	8	1	0	2655-43294
Bihar	26	18	1	1	0	9000-55300
Haryana	0	0	0	1	0	2125
J & K	20	11	1	0	3	787-49700
Karnataka	5	3	0	0	0	5194-52864
Madhya Pradesh	3	2	0	0	0	6050-27355
Maharashtra	11	7	0	1	0	1835-35800
Punjab	5	2	0	0	0	2960-49019
Rajasthan	2	2	0	0	0	5300-30500
Tamil Nadu	1	0	0	0	1	17009-18307
Uttar Pradesh	47	143	35	6	2	2014-56300
West Bengal	7	1	2	1	0	2550-40802
Delhi	17	11	7	15	1	2031-73000

(b) *Details of additions in DAVP's list by December 1996.*

State	No. of Publications					Circulation Range (Copies)
	Daily	Weekly	Fortnightly	Monthly	Others	
Andhra Pradesh	2	3	0	0	0	4000-15200
Bihar	3	0	0	0	0	13850-31675
J & K	0	1	0	0	0	1766
Karnataka	1	0	0	0	0	10,000
Maharashtra	1	1	0	0	0	8416-10200
Uttar Pradesh	4	11	2	0	0	2149-30650
Delhi	2	0	2	0	0	4000-32729

### Unemployment in Gujarat

2013. SHRI MANIBHAI RAMJIBHAI CHAUDHARI: Will the Minister of LABOUR be pleased to state:

(a) whether the number of unemployed persons in various parts of the country has been increasing constantly;

(b) If so, the number of unemployed persons in Gujarat; and

(c) the steps taken or proposed to be taken by the Government for providing employment to them?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) (a) and (b) As per the National Sample Survey

conducted by the National Sample Survey Organisation, the unemployment situation both for all India as well as for the State of Gujarat reveals down-ward trend during the period 1987-88 to 1993-94. The unemployment rate which was of the order of 3.77% in 1987-88 has come down to 2.56% in 1993-94 for the country as a whole. Similarly for Gujarat State, the unemployment rate has come down from 2.57% to 1.89% during the period under reference.

(c) There is need to enhance employment opportunities for the poor. In this context, the 9th Plan will seek to implement a national Employment Assurance Scheme.

The approach to the 9th Plan envisages priority to agriculture and rural development with a view to generating adequate productive employment and eradication of poverty. Greater productive employment will be generated in the growth process itself by concerned sectors, sub-sectors and technologies which are labour inter regions characterised by higher rates of unemployment and underemployment.

#### **Inflow of Tourists**

2014. SHRI KESHAB MAHANTA: Will the Minister of TOURISM be pleased to state:

(a) whether attention of the Government have been drawn to the newsitem captioned "Tourists Inflow on the decline" appearing in the "Assam Tribune" dated February 17, 1997;

(b) if so, the details thereof;

(c) whether the Government's ambitious plan to increase the flow of tourists to Assam through tea tourism is bound to peter out as no one will consider it wise to visit the State tea gardens which have remained soft targets for various insurgent outfits;

(d) if so, whether any action plan has been chalked out to ease out the situation; and

(e) if so, the details thereto?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (c) It is reported in the news item that the recent spate of violence in the State of Assam has resulted in decline in tourist inflow to the State.

(d) and (e) The State Government has indicated that security measures have been taken to improve the law and order situation in the State and to attract more tourists by holding tea tourism festival.

#### **Allocation for Lilabari Airport**

2015. DR. ARUN KUMAR SARMA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the amount allocated for the upgradation of Lilabari Airport;

(b) the agency entrusted with the task to implement the project;

(c) the present status of the work relating to construction of runway and terminal building; and

(d) the reasons for delay in the progress of work?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) to (d) Lilabari Airport has been identified for upgradation during the ninth plan period for domestic operations. Construction of a new terminal building at an estimated cost of Rs.14.50 crores is likely to be completed by July, 1999 and strengthening and extension of runway upto 7500 ft. at a cost of Rs.13.90 crores is likely to be completed by September, 1998.

#### **Development of Sabarmati Railway Station**

2016. SHRI SHANTILAL PARSOTAMDAS PATEL:  
SHRI DINSHA PATEL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware of overcrowding at Ahmedabad Railway Station and limited scope for its expansion due to paucity of space;

(b) if so, the steps proposed to be taken by the Government to improve the situation;

(c) whether the Government has received any proposal for development of nearby Sabarmati Railway Station to ease the overcrowding at Ahmedabad Railway Station; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (d) Information is being collected and will be laid on the Table of the Sabha.

#### **ITI-Palghat Unit**

2017. SHRI N.N. KRISHNADAS: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government are aware of the acute crisis being faced by the Palghat Unit of Indian Telephone Industries; and

(b) if so, the action taken by the Government to save this unit?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) and (b) Indian Telephone Industries (ITI) as a whole including its Palghat Unit is facing problems of under utilisation of capacities, reduction in prices of Telecom. Equipment and paucity of financial resources.

The following major steps have been taken to help the Company:

(i) 20 to 30% of the DOT Orders are kept reserved for ITI. The Company can also secure more orders by way of participation in the Tenders floated by the DOT.

(ii) The advance payment against Purchase Orders has

been enhanced from 50 to 75% for a period upto 31.3.1997.

(iii) An adhoc amount of Rs.62 crores has been paid to the Company on account of liquidated damages and other financial issues.

#### **Reduction in Percentage of Freight Traffic In Railways**

2018. SHRI A.G.S. RAM BABU: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the percentage of freight traffic in Railways is reduced considerably over the past;

(b) if so, the details thereof and the reasons for such reduction;

(c) the quantity and the amount of freight traffic handled by Railways during the last three years, zone-wise;

(d) whether the Government have taken any concrete steps to boost more freight traffic in Railways; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir. Freight traffic is increasing steadily over the years.

(b) Does not arise.

(c) The freight traffic handled by Railways during the last three years is as under:

(In million tonne)			
Railway	1993-94	1994-95	1995-96
Central	36.04	37.11	38.51
Eastern	70.88	72.03	73.39
Northern	24.99	21.47	25.94
N. Eastern	2.88	2.33	3.03
N. Frontier	5.79	6.53	7.21
Southern	19.02	19.27	21.02
S. Central	40.30	35.73	36.68
S. Eastern	131.50	141.72	155.50
Western	27.32	28.77	29.41
Total	358.72	364.96	390.69

(d) and (e) Close liaison is being maintained both with the rail user organisations as well as the concerned Ministries/Departments for maximum movement of traffic by rail. Through containers and introduction of Special containers trains efforts are being made to pick up all possible traffic. Close monitoring is done right from field level to Railway Ministry for smooth movement of freight traffic.

[Translation]

#### **Minerals in Madhya Pradesh**

2019. SHRI BUDHSEN PATEL: Will the Minister of MINES be pleased to state:

(a) whether Madhya Pradesh has vast reserves of mineral resources;

(b) if so, whether the Geological Survey of India have conducted any survey in this regard;

(c) if so, the details thereof;

(d) the steps taken for the proper exploitation of mines in the state;

(e) whether the Government propose to nationalise the mines in the state; and

(f) if so, the details thereof?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) Yes, Sir.

(b) and (c) As on going activities, Geological Survey of India (GSI) conducts geological surveys and investigations in Madhya Pradesh.

During the last three years GSI identified reserves of low Silica dolomite in Sagar-Chhatarpur district; zinc ore in Betul district; Gold ore in Raigarh, Bastar and Raipur districts; Diamond bearing Kimberlite in Panna, Sagar, Chhatarpur, Raigarh, Bastar and Raipur districts; Bauxite in Raigarh district Molybdenum in Chhatarpur district; Tungsten ore in Raigarh and Betul districts; Base metals in Satna-Chhatarpur, Balaghat and Hoshangabad districts; Manganese ore in Balaghat district besides Granite and other dimensional stones in parts of Sagar, Panna, Chhatarpur, Mandla, Jabalpur, Balaghat, Betul districts.

(d) Various individuals/agencies are engaged in exploitation of minerals in the State. Further, any entrepreneur is free to exploit mineral resources in accordance with the provisions of MM(R&D) Act, 1957 and rules made thereunder and the New Mineral Policy, 1993 announced by the Government of India.

(e) Government of India have not received any proposal from the Government of Madhya Pradesh to nationalise the mines in the State.

(f) Question does not arise.

#### **Complaints Regarding Irregularities**

2020. SHRI JAYSINH CHAUHAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government of have received complaints regarding the irregularities in providing telephone connections;

(b) if so, the details thereof; and

(c) the steps taken or proposed to be taken by the Government to stop the irregularities ?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) to (c) Information is being collected and will be laid on the Table of the House.

[English]

**Setting up of Budget Hotels**

2021. SHRI SANAT MEHTA:  
SHRIMATI BHAVNA BEN DEVRAJ BHAI  
CHIKHALIA:  
SHRI RATILAL KALIDAS VARMA:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government propose to set up 100 budget hotels in the country;
- (b) if so, the details thereof;
- (c) whether it is proposed to set up such hotels at Veraval, Dwarka, Okha and important tourist cities in Gujarat;
- (d) if so, the time by which these hotels are likely to be completed and made operational; and
- (e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (e) The proposal is in a conceptual stage.

**Educational Satellite TV Channel**

2022. SHRI HARIN PATHAK:  
SHRI ANNASAHIB M.K. PATEL:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

- (a) whether the Government propose to launch a round the clock educational satellite TV Channel with focus on adult literacy and elementary education programmes;
- (b) if so, whether the Government have set up a committee to work out its modalities and identify the transponder for the said channel; and
- (c) if so, the details thereof and the time by which this new channel is likely to come into force?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) to (c) A Working Group on "Rapid Expansion of Open Learning/Distance Education" has been constituted by the Ministry of Human Resource Development (Deptt. of Education) under the Chairmanship of Education Secretary. The first meeting of the Working Group was held

on 29.11.95 wherein it was decided to constitute a sub-group under the chairmanship of Joint Secretary (Adult Education), Deptt. of Education to look into the various aspects and formalise the requirements for Educational Channel. The Group has since made some recommendations which are under examination. At this stage, no specific time frame for operationalisation of the Channel can be indicated.

[Translation]

**Installation of TV Transmitters during Ninth Plan**

2023. SHRI SHIVRAJ SINGH:  
SHRI RAVINDRA KUMAR PANDEY:  
SHRIMATI VASUNDHARA RAJA:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

- (a) the number of High Power, Low Power and very low power transmitters and transponders proposed to be set up during the Ninth Plan period, State-wise;
- (b) the allocation made by the Government for this purpose, State-wise;
- (c) whether some transmitter projects are lagging behind the schedule;
- (d) if so, the reasons therefor; and
- (e) the time by which the said projects are likely to be completed?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) While Doordarshan's new schemes under the Ninth Plan have yet to be finalised, a list showing number of TV transmitters of varying power including transmitters for Metro Channel service, presently under implementation, State-wise, is given in the enclosed statement;

(b) Does not arise.

(c) to (e) Implementation of certain Doordarshan projects has got delayed mainly due to non-availability of sites/buildings, other infrastructural facilities and constraints of resources. These ongoing TV projects are, however, expected to be completed in phases by 1999-2000.

**Statement**

*List showing number of TV transmitters of varying powers including transmitters for metro channel service, presently under implementation in the country, state-wise (as on 28.2.1997)*

S.No.	State/U.Ts	HPTs		LPTs		VLPTs	Transponders	Total Transmitters
		DD-I	DD-2	DD-I	DD-2			
1	2	3	4	5	6	7		
01.	Assam	0	0+2	0	0	2		
02.	Andhra Pradesh	2+1	20	1	0	24		



1	2	3	4	5	6	7
03.	Arunachal Pradesh	0	1	26	1	28
04.	Bihar	0	11	2	0	13
05.	Goa	0	0+1	0	0	1
06.	Gujarat	1	13	1	0	15
07.	Haryana	0	2	0	0	2
08.	Himachal Pradesh	0	3	20	0	23
09.	Jammu & Kashmir	0	3	1	1	5
10.	Kerala	1	2+1	0	0	4
11.	Karnataka	1+1	17	3	0	22
12.	Madhya Pradesh	0	10	6	0	16
13.	Meghalaya	0	0	0	0	0
14.	Maharashtra	0	12	6	0	18
15.	Manipur	1	0	1	0	2
16.	Mizoram	0	1+1	1	0	3
17.	Nagaland	1	0+1	2	0	4
18.	Orissa	2	19	13	2	36
19.	Punjab	1	1	0	0	2
20.	Rajasthan	3	11	4	0	18
21.	Sikkim	0	0	3	0	3
22.	Tamilnadu	0	7	1	0	8
23.	Tripura	0	2+1	1	0	4
24.	Uttar Pradesh	1	24	21	0	46
25.	West Bengal	0	4+1	0	0	5
26.	Delhi	0	0	0	0	0
27.	A & N Islands	0	0+1	1	0	2
28.	Daman & Diu	0	1	0	0	1
29.	Pondicherry	0	0+1	0	0	1
30.	L'Dweep Islands	0	0	0	0	0
31.	Chandigarh	0	0	0	0	0
32.	Dadra & Nagar Haveli	0	1	0	0	1
Total		14+2	165+10	114	4	309

Legend: H.P.T.: High Power Transmitter  
 L.P.T.: Low Power Transmitter  
 V.L.P.T.: Very Low Power Transmitter.

**Laying of Telephone Lines**

2024. SHRI RAJESH RANJAN ALIAS PAPPU YADAV: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the target fixed for laying telephone lines in Bihar during the current year;

(b) the number of lines laid so far;

(c) the names of the Telecommunications circles which are lagging behind the target and the reasons therefor; and

(d) the steps taken by the Government to achieve the annual target of telephone lines?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The target fixed for laying of telephone lines (providing telephone connections) during the current year in Bihar Telecom Circle is 47,000.

(b) The number of telephone lines provided during the period April 96 to January, 1997 is 25,094.

(c) and (d) Necessary equipments and funds for

providing telephone lines have been allotted by the Government to all the Telecom Circles and the equipments have started reaching the sites. It is expected that the target set for 96-97 would be met.

[English]

**Metropolitan Transport Projects**

2025. SHRI SYDAIAH KOTA: Will the Minister of RAILWAYS be pleased to state:

(a) the details of metropolitan transport projects (MTPs) under construction by the Railways;

(b) the details of projects which are proposed to be started; and

(c) the estimated cost likely to be incurred on these projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (c) The following MTP projects are under construction by the Railways. The sanction/estimated cost of the project is shown of against each:

S.No.	Name of Work/Projects	Sanctioned/estimated cost (Rupees in crores)
1	2	3
	<b>Calcutta</b>	
1.	Design & construction Dum Dum-Tollygan (16.45 km.)	1640.00
2.	Circular Railway Calcutta	35.49
	<b>Mumbai</b>	
3.	Additional pair of lines between Bandra-Andheri (7.20 km)	111.57
4.	Extension of railway lines from Mankhurd-Belapur with a bridge across Thane Creek and ancillary facilities on Harbour branch (17.98 km)	440.87 (145.48 Rly 295.39 CIDCO)
5.	Thane-Turbhe-Nerul-Vashi part of corridor no.2 in Mumbai (19.0 km)	403.39 (131.47 Rly 271.92 CIDCO)
6.	Belapur-Panvel doubling of commuter line (10.9 km)	279.83 (92.34 Rly 187.49 CIDCO)
7.	Kurla-Thane 5th & 6th line (phase I) (10.0 km)	49.84

1	2	3
8.	Seawood-Uran electrified 5th line (22.30 km)	401.81 (129.87 Rly 271.94 CIDCO)
9.	Mumbai Central/Santacruz Borivali 5th line (15.81 km)	64.17
10.	Quadrupling between Borivali-Virar (25.84 km) <b>Chennai</b>	327.21
11.	Construction of line MRTS line from Madras Beach-Luz (8.55 km)	259.44
12.	Luz-Vellachery extension of MRTS (10.30 km)	605.70 (141.96 Rly 463.74 Govt. of Tamil Nadu.

(b) At present there are no sanctioned works which are yet to be started.

[*Translation*]

#### **Linking of Desert Circuit with Rail**

2026. SHRI BHERU LAL MEENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any scheme with the Government for linking of "Tourist Desert Circuit" of desert areas of Bikaner, Jodhpur, Jaisalmer, Nagaur and Barmer in Rajasthan with Delhi by a broad gauge railway line;

(b) if so, the names of the cities where gauge conversion work has been started in first phase; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) Gauge conversion has been completed from Bikaner-Nagaur-Merta Road, Jodhpur-Jaisalmer and Merta Road - Jaipur-Delhi.

(c) Does not arise.

#### **Balco's Korba Project**

2027. SHRI RAMASHRAYA PRASAD SINGH: Will the Minister of MINES be pleased to state:

(a) whether the Government have given permission to Bharat Aluminium Company Limited's Korba project to start a new Rolling Mill;

(b) if so, the details thereof;

(c) the terms and conditions thereof; and

(d) the time by which the project is likely to start its work?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (d) Government have approved Bharat Aluminium Company Limited (BALCO)'s proposal to set up a New Cold Rolling Mill with a designed capacity of 40,000 Tonnes per annum to produce thinner gauges of sheets and coils below 0.4 mm thickness. The setting up of New Cold Rolling Mill would involve an investment of Rs.157.50 crores at price level of last quarter 1996. The construction period of New Cold Rolling Mill is 36 months.

#### **Pending Cases in Industrial Tribunals**

2028. SHRI PAWAN DIWAN: Will the Minister of LABOUR be pleased to state:

(a) whether the Government have constituted additional labour courts and industrial tribunals and organised Lok Adalats for the speedy disposal of labour related cases;

(b) if so, the details thereof during the last two years; and

(c) the number of cases disposed of through these courts and the number of cases pending till February, 1997?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM): (a) and (b) No, Sir. Central Government have

so far not constituted any additional labour courts, industrial tribunals nor have Lok Adalats been organised.

(c) Does not arise.

[Translation]

#### **Change of Name of Railway Station**

2029. SHRI BRIJ BHUSHAN TIWARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether "Naugarh" railway station is proposed to be renamed as "Sidharth Nagar"; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) Does not arise.

#### **Power Failure In Kanishka Hotel**

2030. SHRI MANIKRAO HODLYA GAVIT:  
SHRI PARASRAM BHARDWAJ:

Will the Minister of TOURISM be pleased to state:

(a) whether in the event of power failure there are no alternative arrangements to supply electricity in the rooms of five star Kanishka Hotel though the customers are entitled to such facility;

(b) if so, the reasons of non-compliance of the rules by the Hotel in this regard and the measures the Government propose to adopt to ensure these facilities to the customers; and

(c) the details of the facilities being provided to the customer?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) and (b) Hotel Kanishka (4 star category) has alternative arrangements for supply of electricity in the case of power cut. Some problem, however, developed in supplying alternative electricity due to break-down of DG sets. In order to overcome this problem and ensure better services to customers, while the broke-down DG sets are being replaced/repared; an additional DG set of 1000 KVA is also proposed to be added.

(c) The main facilities being provided in Hotel Kanishka include 317 air-conditioned rooms, close circuit TV/M.A. TV system; refrigerators, telephone system, channel music, hot and cold running water in rooms; 3 restaurants, serving different cuisines; conference and banquet facilities; swimming pool, shopping arcade and many other general services.

#### **Trans Asian Railway Projects**

2031. SHRI BASUDEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposed Trans Asian Railway is being considered by UN-ESCAP;

(b) whether it is also a fact that UN-ESCAP has undertaken three feasibility studies;

(c) if so, the details thereof; and

(d) the reaction of the Government for the proposed Railway?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (c) Yes, Sir. The following three studies have been conducted by ESCAP:

1. Feasibility Study on Connecting Rail Network of China, Kazakstan, Mongolia, the Russian Federation and the Korean Peninsula.

2. Preliminary Study on Development of the Trans-Asian Railway in the Southern Corridor of the Asia-Europe Routes.

3. Study on the Trans-Asian Railway in the Indo-China and ASEAN subregion.

(d) The study on Development of the Trans-Asian Railway in the Southern Corridor was a preliminary study as mentioned in item (2) of reply to (a) to (c) above and no specific project proposal has been formulated.

#### **Bangalore-Salem Rail Line**

2032. SHRI K.H. MUNIYAPPA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Bangalore-Salem broad gauge line became operational to trains for carrying goods only from the first week of November, 1996;

(b) if so, the details thereof;

(c) the time by which the above line is likely to be opened for passenger trains;

(d) whether the Government have any proposal to provide direct broad gauge rail link between Bangalore and Hyderabad; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) Does not arise.

(c) This line has been opened for passenger traffic on 11.1.97.

(d) Yes, Sir.

(e) Gauge Conversion of Mahboobnagar-Dronachalam is in progress and is targetted for completion by 31.12.97 after which direct BG link between Hyderabad and Bangalore will become available.

*[Translation]***Development of Tourist Spots In Bihar**

2033. SHRI R.L.P. VERMA: Will the Minister of TOURISM be pleased to state:

(a) whether the Union Government propose to develop Kodarma, Hazaribagh and Giridih in Bihar as tourist spots;

(b) if so, the total amount likely to be incurred during the next financial year; and

(c) if not, the reasons therefor?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (c) The Development of Tourism is primarily the responsibility of the State Government. However the Department of Tourism provides Central Financial assistance to State Government for the projects based on their merits, inter-se-priority and availability of funds.

The Department of Tourism has sanctioned a Tourist Complex at Hazaribagh during 1991 and a cafeteria at Tilaiya in Kodarma during 1993-94. The Government of Bihar has not submitted any proposal for development of Giridih.

At the beginning of each financial year, the Central Department of Tourism in consultation with the State Governments/U.T's prioritizes projects for central financial assistance.

**Dues from Various Agencies to Doordarshan**

2034. SHRI SUKH LAL KUSHWAHA:

SHRI K.C. KONDAIAH:

SHRI MANGAT RAM SHARMA:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether a huge amount is to be paid to Doordarshan by various agencies;

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

(c) the steps being taken by the Government to recover the arrears?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) and (b) An approximate amount of Rs.36 crores is outstanding against various agencies for the period January, 1976 to March, 1996. These dues have accumulated due to the manifold increase in business/commercial transactions of Doordarshan.

(c) Doordarshan is taking recourse to the contractual provisions including encashment of bank guarantee, de-registration/de-accreditation of defaulting agencies, arbitration and legal action for recovery of dues.

**Loni Telephone Exchange**

2035. SHRI SOHANBEER: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the telephone subscribers have been disappointed with the functioning of Loni Telephone Exchange in Uttar Pradesh;

(b) if so, the reasons therefor;

(c) the number of complaints received from the telephone subscribers during 1996; and

(d) the details of the time taken to attend/repair the faults?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) No, Sir.

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

(c) 3,427.

(d) Out of total 3,427 complaints received, no fault was found in 453 cases. Out of 2,974 faults, 2,379 faults (about 80%) were rectified on the same day, 416 faults by the next day and the remaining 179 faults within 7 days.

*[English]***Gauge Conversion**

2036. SHRI AJOY MUKHOPADHYAY:

DR. ASIM BALA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are considering to take up conversion of Shantipur-Nabadwip Ghat railway line into broad gauge;

(b) whether survey work is likely to be conducted immediately for conversion of this railway line;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) to (d) Preliminary Engg.-Cum-Traffic survey was done in 1992 revealed that the line would not be viable, as such, the project could not be considered for being taken up.

**Use of Iron Ore**

2037. SHRI K. KANDASAMY: Will the Minister of STEEL be pleased to state:

(a) whether there is proposal to set up a full-fledged Steel Plant at Salem using the Kanjamalai iron ore; and

(b) if so, the details thereof?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) No, Sir.

(b) Does not arise.

[Translation]

#### Gauge Conversion

2038. DR. M. JAGANNATH: Will the Minister of RAILWAYS be pleased to state:

(a) the length of Railway lines between Castle Rock and Vasco-De-Gama in South Central Railway proposed to be converted into broad gauge;

(b) the funds sanctioned for the above conversion; and

(c) the time by which the above conversion is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) 87 kms.

(b) Rs.86 crores have been provided in 1996-97.

(c) The work will be completed by 31.3.97.

[English]

#### Child Labour

2039. SHRI NAMDEO DIWATHE:  
SHRI R. SAMBASIVA RAO:  
SHRI BHAKTA CHARAN DAS:

Will the Minister of LABOUR be pleased to state:

(a) whether a meeting of State Ministers was held recently at New Delhi to review the implementation of ban on Child Labour;

(b) if so, the details of the agenda discussed and major decisions taken;

(c) the details of targets set up for implementation of ban in each State for the current year;

(d) the details of the welfare/rehabilitation schemes formulated by the State Governments for the benefit of children, State-wise; and

(e) the results achieved thereunder?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM): (a) to (c) A conference of States/UTs Labour Ministers was convened on 22.1.97 to finalise a concrete action plan for the implementation of the directions of Supreme Court on withdrawal and rehabilitation of working children. It was decided that in the first phase survey may be carried out by the State Governments to identify children working in all establishments in urban and semi urban areas and hazardous occupations in rural areas. In the event of any child labour being found employed in any such process, simultaneous action would be taken to recover an amount of Rs.20,000/- from

offending employer. The survey is required to be completed by 10.6.97.

(d) and (e) National Child Labour Projects have been set up in the child labour endemic states for the rehabilitation of children working in hazardous occupations. So far 76 child labour projects have been set up for the rehabilitation of around 1.5 lakh children. These child labour projects are located in the States of Andhra Pradesh, Bihar, Gujarat, Karnataka, Madhya Pradesh, Maharashtra, Orissa, Rajasthan, Tamilnadu, Uttar Pradesh and West Bengal. As per the available information, around 1.05 lakh children are already enrolled in the special schools under these projects.

[Translation]

#### Modernisation of Airports and Aviation Facilities

2040. SHRI RAMESHWAR PATIDAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of projects launched by the Government for the modernisation of airports and aviation facilities in Madhya Pradesh and Uttar Pradesh during the last three years;

(b) whether the work of these projects is being done as per prescribed schedule; and

(c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) The details of the projects launched in Madhya Pradesh and Uttar Pradesh are as under:

#### 1. Madhya Pradesh

##### 1. Bhopal:

(A) Extension/modification of terminal building;

(B) Resurfacing of runway and associated pavements;

##### 2. Raipur:

(A) Extension/modification of terminal building;

(B) Strengthening of runway and associated pavements;

##### 3. Indore:

(A) Extension/modification of terminal building;

(B) Strengthening/modification of runway and apron;

(C) Construction of Technical Block cum Control Tower;

##### 4. Jabalpur:

(A) Strengthening and extension of runway for B-737 operations;

**II. Uttar Pradesh:****1. Agra:**

(A) Extension/modification of terminal building

(B) Apron Extension;

**2. Lucknow:**

(A) Extension/modification of terminal building;

(B) Resurfacing of runway and truning pad;

(C) Construction of Boundary Wall;

**3. Kanpur:**

(A) Construction of boundary wall;

(b) and (c) The projects are on schedule.

**Introduction of New Passenger Train between Ayodhya and New Delhi****2041. SHRI VINAY KATIYAR:** Will the Minister of RAILWAYS be pleased to state:

(a) whether keeping in view the international importance of Ayodhya in Uttar Pradesh the Government propose to introduce a new passenger train between Ayodhya and New Delhi via Kanpur;

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

(c) if not, the reasons therefor?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ):** (a) There is no such proposal at present;

(b) Does not arise;

(c) Operational and resource constraints.

**Concessions to Journalists****2042. DR. G.R. SARODE:****SHRI S.P. JAISWAL:**

Will the Minister of RAILWAYS be pleased to state:

(a) whether any concession is given to accredited card holder journalists in rail fare;

(b) if so, the details thereof;

(c) whether the journalists of Maharashtra are deprived of this facility;

(d) if so, the reasons therefor;

(e) whether the district level journalists can also avail the concession in rail fare; and

(f) if so, the details therefor?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ):** (a) and (b) As per the existing provisions, Press Correspondents accredited to the Headquarters of Government of India and State Governments/Union Territories, residing within 25 Kms. of the concerned Capital, are issued rail travel coupons at 25% concession in First Class and 50% concession in Second/Sleeper Class for travel upto 2500 Kms. per month on bonafide professional work.

(c) No, Sir.

(b) Does not arise.

(e) and (f) It has been decided to extend concessional travel facility to District level Press Correspondents also.

*[Translation]***Gauge Conversion****2043. DR. LAXMINARAYAN PANDEY:** Will the Minister of RAILWAYS be pleased to state:

(a) whether it is fact that gauge conversion work is being carried out between Neemach and Ratlam on the Ratlam-Ajmer division of Western Railway;

(b) whether certain bridges have been widened and roads have also been extended at several places during the course of this work;

(c) whether the gauge conversion work of this route was scheduled to be completed during 1995-96, but due to lack of funds this work is being delayed and the citizens, industrialists and public representatives of this area have requested the Government to provide the necessary funds; and

(d) if so, the time by which the remaining work is likely to be completed?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ):** (a) and (b) Yes, Sir.

(c) and (d) No, Sir. The work is targeted for completion in IX Plan Period.

*[English]***ESI Hospitals****2044. SHRI K.C. KONDAIAH:** Will the Minister of LABOUR be pleased to state:

(a) the number of new ESI hospitals proposed to be opened in the country, State-wise; and

(b) the amount proposed to be provided in this regard?

**THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM):** (a) A statement showing State-wise position of ESI Hospitals under construction is enclosed;

(b) Rs.10,246.87 lakh.

**Statement***List of Hospitals under various stages of construction*

Sl.No.	Name of the Hospital
<b>Andhra Pradesh</b>	
1.	50 bedded ESI Hospital, Tirupati
2.	50 bedded ESI Hospital, Nizamabad
<b>Chandigarh</b>	
1.	50 bedded ESI Hospital, Chandigarh
<b>Delhi</b>	
1.	262 bedded ESI Hospital, Okhla
2.	270 bedded ESI Hospital, Rohini
<b>Gujarat</b>	
1.	100 bedded ESI Hospital, Vapi
2.	50 bedded ESI Hospital, Jamnagar
<b>Haryana</b>	
1.	50 bedded ESI Hospital, Bhiwani
<b>Karnataka</b>	
1.	50 bedded ESI Hospital, Belgaum
2.	50 bedded ESI Hospital, Shahbad
<b>Madhya Pradesh</b>	
1.	50 bedded ESI Hospital, Nagda
<b>Maharashtra</b>	
1.	100 bedded ESI Hospital, Kolhapur
2.	100 bedded ESI Hospital, Chinchwad
3.	50 bedded ESI Hospital, Bibewadi
<b>Orissa</b>	
1.	50 bedded ESI Hospital, Bhubaneswar
2.	50 bedded ESI Hospital, Rourkela
<b>Punjab</b>	
1.	50 bedded ESI Hospital, Mandigobindgarh
<b>Rajasthan</b>	
1.	50 bedded ESI Hospital, Bhilwara
2.	50 bedded ESI Hospital, Pali
<b>Tamil Nadu</b>	
1.	50 bedded ESI Hospital, Tirucharapally
<b>West Bengal</b>	
1.	100 bedded ESI Hospital, Durgapur.

**Change in Timings of New Delhi-Indore, Intercity Express**

2045. SHRIMATI SUMITRA MAHAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to change the timings of New Delhi-Indore, Intercity Express; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) There is no proposal at present to change the timings of 4005/4006 Indore-Nizamuddin Express.

(b) Does not arise.

**Modernisation of VSP**

2046. SHRI T. GOPAL KRISHNA:  
DR. T. SUBBARAMI REDDY:

Will the Minister of STEEL be pleased to state:

(a) whether Visakhapatnam Steel Plant (VSP) of Rashtriya Ispat Nigam Limited (RINL) is proposed to be modernised and expanded;

(b) if so, the investment proposed to be made and source of investment;

(c) the capacity proposed to be increased; and

(d) the target for completion of Phase-I and Phase-II of the project?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (d) Rashtriya Ispat Nigam Limited (Visakhapatnam Steel Plant) has proposed to take up expansion of the plant from 3 million tonne stage to 4.05 million tonne stage of Liquid Steel production at an estimated cost of Rs.984 crores (Base date of last quarter 1994-95). The expansion is proposed to be implemented in two phases viz. phase-I in 30 months and thereafter phase-II in 30 months. The expansion will be funded by Visakhapatnam Steel Plant from their own internal resources as well as commercial borrowings.

**Repeated Intrusions Into the Air Space**

2047. SHRI R. SAMBASIVA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the repeated intrusions into the air space have made it necessary for India to supplement its ground based radars with airborne monitoring;

(b) if so, whether during the last 2,3 months there have been mid air-intrusions which were saved due to the timely action by the experts;

(c) if so, what were the total number of such mid air intrusions that occurred;



(d) what were the main reasons; and

(e) what steps the Government proposes to check such type of air intrusions in future?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) No, Sir. No incident concerning violation of Indian airspace by civil aircraft of other countries has been reported.

(b) No, Sir.

(c) to (e) Do not arise.

#### **Committee on Mines and Minerals Act, 1957**

2048. SHRI NAND KUMAR SAI: Will the Minister of MINES be pleased to state:

(a) whether the Government have set up a committee to consider lacunae in the Mines and Minerals Act, 1957;

(b) if so, the details thereof and the other terms of reference of the committee;

(c) the composition of the committee; and

(d) the time by which the committee is likely to submit its report?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (d) The Central Government have constituted a committee under the Chairmanship of Secretary (Mines), Government of India with Additional Secretary, Ministry of Mines as Vice Chairman, Mining Secretaries of State Governments of Orissa, Rajasthan, Karnataka, Madhya Pradesh, Andhra Pradesh, Bihar, Gujarat, Assam and Himachal Pradesh, Secretary General, Federation of Indian Mineral Industries and Controller General, Indian Bureau of Mines as Members and Joint Secretary, Ministry of Mines as Member Secretary. The terms of reference of the Committee inter-alia include review of the existing laws and procedures governing regulation and development of minerals and to recommend steps to make them compatible with the policy changes and to suggest steps to reduce delays in grant/renewal of Prospecting Licences/Mining Leases. The Committee is also to consider and suggest further delegation of powers to the State Governments regarding grant/renewal of Prospecting Licence/Mining Leases and measures to prevent illegal mining. The Committee is expected to submit its report as early as possible.

#### **Development of Hotels and Tourist Oriented Projects in Karnataka**

2049. SHRI S.D.N.R. WADIYAR: Will the Minister of TOURISM be pleased to state:

(a) whether it has come to the notice of the Government that India Tourism Development Corporation intend to develop hotels and other tourist oriented projects in Karnataka;

(b) if so, whether the ITDC had approached the Government of Karnataka in this regard;

(c) if so, the details of places where these tourist oriented projects are proposed to be taken up in Karnataka by ITDC; and

(d) the number of new hotels proposed to be opened by ITDC at Bangalore and Mysore during 1997-98?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) and (b) In pursuance of its Jt. Venture Scheme, ITDC intend to undertake some tourism projects in the country including Karnataka in collaboration with the respective state govts. subject to commercial viability. In this regard, ITDC also approached the state govt. of Karnataka but they expressed their reservation about the Jt. Venture scheme.

(c) and (d) ITDC's Annual Plan 1997-98 does not include any specific plan scheme/provision for setting up any new hotel project in the state, including Bangalore and Mysore.

#### **Tourism Potential**

2050. SHRI P. KODANDARAMAIAH: Will the Minister of TOURISM be pleased to state:

(a) whether internal tourism potential is ignored in preference to external potential;

(b) if so, the revenue earned from the external tourism and its comparison with the revenue earned from internal tourism;

(c) the number of foreigners and the number of Indians visited each place of historical and tourist importance during the last three years;

(d) the steps taken by the Union Government to promote the historical places providing amenities to tourists;

(e) whether the Government propose to preserve the Chitradurga Fort and building tourist infrastructure; and

(f) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (c) The fact that Domestic tourism is the main stay for Indian tourism, is well recognised by the Government, though, it does not bring any additional revenue to the country. It, however, helps in the development of remote areas through the distribution of wealth. The estimated foreign exchange earnings from International tourism during the last three years is provided below:

Year	Foreign Exchange Earnings (Rupees in crores)
1994	7103.53
1995	8640.02
1996	10061.36

Reliable Tourist Statistics in respect of the places of historical and tourist importance are not available.

(d) to (f) The promotion of historical places and providing of amenities to tourists is primarily the responsibility of the State Govt. The Government has not received any proposal from the State Govt. of Karnataka to preserve Chitradurga Fort.

#### **Licences to Rail Travellers Service Agents**

2051. SHRIMATI SARADA TADIPARTHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of the Government has been drawn towards news item captioned 'Railway Licenses allotted out of turn' appearing in the Deccan Chronicle (Hyderabad edition) dated February 2, 1997;

(b) if so, the facts thereof;

(c) the steps taken by the Government to check such irregularities;

(d) whether the Government propose to conduct CBI enquiry in this regard; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) As per the "Rail Travellers' Service Agent Rules, 1985" licences for working as Rail Traveller's Service Agents are granted based on the applications received from the various applicants subject to the fulfilment of the prescribed conditions which include:

(i) in possession of the latest income tax clearance certificate;

(ii) having office and premises properly maintained with adequate convenience and amenities in the city so as to accommodate the visit of sufficient number of customers; and

(iii) not convicted in a criminal case involving moral turpitude;

South Central Railway granted licences to act as Rail Travellers' Service Agents to a few applicants based on the applications received by them through the Ministry of Railways in accordance with the above rules. During January, 1996, the South Central Railway had called for the applications for appointment of 39 additional Rail Travellers' Service Agents through press notification. A high level Committee of Senior Administrative Grade officers was constituted to examine and scrutinise the recommendation submitted by the Junior Administrative Grade Officers at Divisional Level for this purpose. Selection process has been completed for appointment of 31 additional Rail Travellers Service Agents over Secunderabad, Vijayawada, Guntakal and Hubli Divisions and the name of the selected agents have been advised to the Divisions on 28.2.97. The selection process of Rail Travellers' Service Agents over Hyderabad Division has been taken up.

(c) The selection for appointment of Rail Travellers' Service Agents is being done strictly as per the extant guidelines by the South Central Railway.

(d) and (e) The factual position does not warrant a C.B.I. Enquiry in this regard.

[Translation]

#### **Postal Distribution System**

2052. SHRI MOHAMMAD ALI ASHRAF FATMI : Will the Minister of COMMUNICATIONS be pleased to state:

(a) the time when the Government have reviewed the Postal distribution system in the country particularly in rural areas;

(b) if so, the details thereof; and

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

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The review of delivery of mails is an ongoing process. The mail delivery system in the country in general and rural areas in particular is constantly monitored and periodically reviewed at the field and Headquarters level.

(b) The Postal distribution system in the rural areas is generally satisfactory but occasional delays in delivery of mails do occur due to unforeseen transportation problems, natural calamities etc. which are beyond the control of the Department.

(c) The reasons for delays to mails, if any are identified by carrying out surveys at different levels and the routing and delivery system of mails streamlined wherever necessary.

#### **Stalls at Sambhal Railway Station**

2053. SHRI D.P. YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) the details of stalls at Sambhal Railway Station (Northern Railways) at present;

(b) whether it is not in accordance with the demand of passengers;

(c) if so, whether the Government are considering to allot new stalls;

(d) if so, the details thereof; and

(e) the steps taken by the Government in this regard till date?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) There is one tea stall at Sambhal Railway Station which is considered adequate in accordance with the passenger's requirement.

(c) No, Sir.

(d) and (e) Do not arise.

### **Development of Historical and Religious Places in Haryana**

2054. SHRI RAMCHANDRA BENDA CHAUDHARY: Will the Minister of TOURISM be pleased to state:

(a) whether Government of Haryana has sought financial assistance from the Union Government for development of historical and religious places in State:

(b) if so, the details thereof during each of the last two years and the current year so far;

(c) the financial assistance provided by the Union Government for the purpose during the above period; and

(d) the progress made by the State Government to develop the above places?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (d) The Department of Tourism has sanctioned Rs.9.36 lakhs to Government of Haryana for illumination of Suraj Kund monument and Kurukshetra Festival during 1995-96. During 1996-97 refurbishment of Ballabgarh Fort has been identified for central financial assistance at an estimated cost of Rs.49.81 lakhs.

### **Private STD/ISD/PCO in Varanasi**

2055. SHRI S.P. JAISWAL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of private STD, ISD and PCO booths in Varanasi;

(b) the number of applicants in the waiting list for allotment of booths as on November, 1996; and

(c) the time by which these are likely to be allotted the above booths?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The number of private STD, ISD, PCO booths provided in Varanasi was 608 as on 30.11.96.

(b) The number of applicants in the waiting list was 863 as on 30.11.96.

(c) The applications in the waiting list will be cleared by December, 1997.

[English]

### **Helicopter Service in the North-Eastern State**

2056. SHRI BHIM PRASAD DAHAL: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the reasons for not sanctioning helicopter service for Sikkim with 75% Central subsidy as done in the North-Eastern State;

(b) whether the Ministry has sanctioned requisite fund for construction of an air-strip in Sikkim; and

(c) if so, what is the total amount set apart for the project?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) Subsidy for Helicopter services has been sanctioned only for Arunachal Pradesh which has very poor road connections.

(b) No, Sir.

(c) Does not arise.

[Translation]

### **Cracks in Khajuraho Temples**

2057. KUMARI UMA BHARATI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government are aware that cracks have developed in Khajuraho temples due to operation of air service from the airport situated near Khajuraho as a result of which the existence of these temples is in danger:

(b) whether the Government have received any representation from the department of Archaeological Survey of India in this regard;

(c) if so, the details thereof;

(d) whether the Government have taken any action for the repair of these cracks developed in Khajuraho temples and to ensure that such cracks may not develop in future; and

(e) if so, details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) to (c) No, Sir. Archaeological Survey of India has not reported development of any cracks in Khajuraho Temples due to operation of air services. However, the Archaeological Survey of India have intimated that air services over these temples result in vibrations which could be dangerous and requested that flights should not be made over these temples.

(d) and (e) Airports Authority of India regulations lay down the procedure to be followed by the flight crew to avoid any damage to the temples.

### **International Telecommunications Market**

2058. SHRI PRAMOD MAHAJAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Department of Telecommunications (DOT) propose the opening up of long distance and international telecommunications market in a phased manner to multilateral trade organisations;

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

(c) the details of present investment policy for allowing foreign equity in domestic telecom firms; and

(d) whether the Government propose to improve its offer on providing market access made to the WTO policy in this regard?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) and (b) Sir, India in its schedule on basic telecommunications services submitted to WTO have stated that the subject of opening up of National long distance service beyond the service area to competition will be reviewed in the year 1999. The subject of opening of International Service will be reviewed in the year 2004.

(c) The foreign equity permitted for services committed in WTO in India's schedule is upto 25%. However in actual practice 49% foreign equity is being permitted in Basic and Cellular Telephone Services.

(d) There is no proposal at present for increasing the foreign equity for the services committed in India's schedule.

#### **New Rangiya Division under NF Railway**

2059. SHRI ISWAR PRASANNA HAZARIKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have issued the necessary notification determining the territorial jurisdiction of the new Rangiya Division under Northeast Frontier Railways for which the foundation stone was laid in February, 1996;

(b) if so, the details thereof; and

(c) if not, the reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) and (c) The detailed territorial jurisdiction of Rangiya Division has not yet been finalised.

#### **Electrification Programme**

2060. SHRI MANGAT RAM SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to electrify all Rail lines by 2000;

(b) if so, the details of rail lines which have been electrified during the current financial year and target for next financial year, State-wise; and

(c) the estimated expenditure likely to be incurred thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir. Electrification projects are capital intensive and as such only those broad gauge routes over which the traffic density is high and the return on investment is not less than the minimum prescribed are considered for electrification.

(b) During current financial year 1996-97 following sections have been electrified/are expected to be electrified:

Sections	RKM	States
1. Tori-Patratu-Chainpur	101	Bihar
2. Mandigobindgarh-Ludhiana	46	Punjab
3. Walayar-Shoranur	72	Kerala
4. Bhimadolu-Nidadavolu- Rajhamundry Samalkot-Anakapallie	179	Andhra Pradesh
5. Karkend-Jamadoba	8	Bihar
6. Bondamunda -Barsuan/ Kiriburu	105	Bihar/Orissa
7. Jamtara-Jhajha-Dadpur	123	Bihar

Following sections are targetted for completion during the next financial year 1997-98:

Sections	RKM	States
1. Chainpur-Gumia	31	Bihar
2. Ambala-Saharanpur	89	Haryana, Uttar Pradesh
3. Bondamunda-Lodhma	136	Bihar/Orissa
4. Shoranur-Mulagunu- athukavu	20	Kerala
5. Jhajha-Mokama	105	Bihar
6. Chandil-Muri-Barkakana	119	Bihar/West Bengal

(c) The total expenditure during the current financial year and the next financial year is estimated to be Rs.650 crores.

#### **US Pressure to Open Telecom Sector**

2061. SHRI SONTOSH MOHAN DEV:  
DR. T. SUBBARAMI REDDY:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the attention of the Government has been drawn to the news items captioned 'Open up telecom sector or face special 301: US' appearing in Hindustan Times dated October 15, 1996;

(b) if so, whether the Government have examined the report regarding US pressure on India to open telecom sector;

(c) the reaction of the Government thereto;

(d) whether the matter has been taken up with US Government; and

(e) if so, the time by which a final decision is likely to be taken?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes Sir.

(b) India has submitted its offer in basic telecommunications services to WTO on its own keeping in view the national policy objectives. During discussions there was no reference of open up telecom sector or face special 301: US' as has appeared in the news in Hindustan Times dated Oct. 15, 1996.

(c) to (e) Does not arise in view of (b) above.

[Translation]

### **Taxation Policy**

2062. SHRI NITISH KUMAR:  
SHRI SURENDRA YADAV:

Will the Minister of STEEL be pleased to state:

(a) whether the steel industry has not been developing properly in the country due to the present taxation policy and rates thereof;

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

(c) whether the Government have taken necessary action to effect comprehensive improvement in the present taxation policy;

(d) if so, the full details of the action taken; and

(e) if not, the reasons therefor?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) and (b) Following the economic liberalisation policy of the Government since 1991, the steel sector has registered impressive growth.

(c) to (e) In a dynamic economic environment, the Government effects appropriate changes in the taxation and fiscal policy, from time to time, to meet the requirements of the growing industry. These changes are reflected in the budget.

[English]

### **Facilities to Jobless Workers in Industries**

2063. SHRI JAI PRAKASH AGARWAL: Will the Minister of LABOUR be pleased to state:

(a) the facilities extended to the jobless workers of those industries which were shut down or likely to be shut down in the capital, Delhi on the directives of the Supreme Court;

(b) whether Supreme Court has issued guidelines to the managers of these industries regarding service benefits

etc. to the working and jobless workers of these industries;

(c) whether Government have received representations regarding refusal to provide service benefits etc. to these effected workers;

(d) if so, the number of complaints received as on date from various labour organisations, the details thereof; and

(e) the action taken or likely to be taken by the Government in this regard?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM): (a) to (e) The Supreme Court of India in the inter-locutory Application No.22 in Writ Petition(c) No.4677 of 1985 ordered on 8.7.96 to close down/relocate from Delhi 168 industries which are listed as hazardous. Subsequently, the Hon'ble Supreme Court further directed to close down another 513 units w.e.f. 31.1.97 and 43 units w.e.f. 28.2.97. The Hon'ble Supreme Court has also given direction that the workmen employed in these industries were entitled to the following rights and benefits:-

(1) The workmen shall have continuity of employment at the new town and place where the industry is shifted. The terms and conditions of their employment shall not be altered to their detriment.

(2) The period between the closure of the industry in Delhi and its restart at the place of relocation shall be treated as active employment and the workmen shall be paid their full wages with continuity of service.

(3) All those workmen who agree to shift with the industry shall be given one year wages as "Shifting Bonus" to help them settle at the new location.

(4) The gratuity amount payable to any workman shall be paid in addition.

(5) The workmen employed in the industries which fail to relocate and the workmen who are not willing to shift alongwith the relocated industries, shall be deemed to have been retrenched with effect from the stipulated date of closing of industries, provided they have been in continuous service for not less than one year in the industries concerned before the said dates. Besides the compensation payable under Section 25F(b) of the Industrial Disputes Act, 1947, the workmen will also be paid one year of wages as additional compensation.

Subsequently, following reports of the industries not showing any inclination for re-location and in the light of apprehension that the industries were more interested in selling part of the land and utilise the money so received for purposes other than for re-location, a suo moto statement was placed on behalf of the Union Labour Minister in both Houses of Parliament on 28th November, 1996 expressing grave concern of the Union Government in this regard. An application for direction on behalf of Union of India was also filed in the Supreme Court. The Hon'ble Supreme Court has passed another Order on 4.12.96, inter alia providing the following additional relief to the workmen:-

(i) The industries which fail to relocate and opt for closure shall pay 6 years of wages to the workmen as "additional compensation" instead of one year. However, the workers who refuse to be relocated along with the industries shall be entitled for one year of wages only as "additional compensation".

(ii) Workmen occupying residential quarters provided by the employers shall continue to occupy the premises till alternate premises is provided at the relocated site by the employer. In case of closure of the unit, workers may continue at the present residential premises provided by the employer for 1 ½ years. In case the employer wants to compensate them in lieu of occupation of quarter, they shall pay a sum of Rs.20,000/- to each of the workmen for asking them for immediate vacation. It would be open to the management to pay the amount in instalments but the total amount along with the other compensation must be paid before April 30, 1997. As the stipulated deadline in the modified direction of Hon'ble Supreme Court dated 4.12.96 is not yet over, the question of receipt of representation for non payment of service benefits does not arise.

#### **Loss to Hindustan Copper Limited**

2064. LT. GENERAL SHRI PRAKASH MANI TRIPATHI: Will the Minister of MINES be pleased to state:

(a) the amount of loss incurred by the Hindustan Copper Limited during April-November, 1996;

(b) the reasons therefor;

(c) whether the above organisation has sought a short term loan from the Government to meet the loss;

(d) if so, the details thereof and steps taken by the Government to release the amount;

(e) whether the Hindustan Copper Limited has requested the Government to raise the Customs duty on Copper; and

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

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) and (b) Yes, Sir. Hindustan Copper Limited (HCL) suffered a net loss of Rs. 99.32 crores during April-November, 96 mainly due to substantial fall in LME price of copper, reduction in Customs Duty on copper and hike in Petroleum Price and Railway freight in the last Central Budget.

(c) to (f) In view of the loss incurred by the Hindustan Copper Limited, the Company had requested for increase in Custom Duty on copper and had also asked for Budgetary support for payment of wages and salaries and to meet the Plan expenditure. The matter was taken up by the Ministry of Mines with Ministry of Finance and Planning Commission and a provision of Rs.13 cores has been made to meet the Plan expenditure in the Budget Estimates for 1997-98.

#### **Expansion of Airports in Karnataka**

2065. SHRI ANANTH KUMAR: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have any proposal for the expansion of the existing airports in Karnataka;

(b) if so, the details thereof and when these airports are likely to be expanded;

(c) if not, the reasons therefor;

(d) the present length of the runway of all airports in Karnataka;

(e) the airports in Karnataka equipped with modern equipments; and

(f) the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) Yes, Sir.

(b) Construction of new integrated international block at an estimated cost of Rs.13.70 crores at Bangalore airport is likely to be completed in April, 1998. There is a proposal to construct a new runway of dimensions 8000 ft. x 150 ft. along with associated facilities at Mangalore airport to operate AB-300 class of aircraft during 9th Plan period. In addition, development of Hassan airport for operation of 50 seater aircraft is part of the plan. Further, upgradation of Hubli and Belgaum airports would be taken up in the Ninth Plan period, subject to availability of funds.

(c) Does not arise.

(d) Runway length of airports in Karnataka are as under (i) Bangalore (HAL): 10850 ft. (ii) Belgaum : 5785 ft. (iii) : Hubli : 4535 ft. (iv) Mangalore : 5800 ft. (v) Mysore: 4400 ft. (fair weather strip) and (vi) Hassan: 3950 ft. (Kutcha strip).

(e) and (f) Bangalore and Mangalore are equipped with navigational aids such as Very High Frequency Omni Range, Distance Measuring Equipment, instrument Landing System and night landing facilities like High Intensity runway lights, Precision Approach Path Indicator, Apron Flood lights, and Obstruction Lights. Hubli has a non-directional beacon and Belgaum has non-directional beacon, doppler VOR, Distance Measuring Equipment, Precision approach path indicator and VHF Communication equipment.

[Translation]

#### **Fault Control**

2066. DR. BALIRAM: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of computers purchased to work on "fault control" under various General Managers of MTNL, Delhi during the last three years;

(b) the places where the computers are installed under 'Divisional Engineers' and 'Deputy Divisional Engineer';

(c) whether computers and furniture have not reached at 'fault control' at some places;

(d) whether at some places furniture has reached at "fault control" but the computers have not reached as yet;

(e) if so, the reasons therefor;

(f) whether the Government propose to investigate the whole matter;

(g) if so, by when; and

(h) if not, the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Sixteen.

(b) As per Statement attached. Fault Repair Services are working under DE (FRS) at each site.

(c) All 16 Sites have required computers and furniture.

(d) No, Sir.

(e) to (h) Question does not arise in view of (d) above.

#### Statement

##### *Fault Repair Service Sites*

1. Chanakyapuri
2. Karol Bagh
3. Jorbagh
4. Hauz Khas
5. Idgah
6. Tis Hazari
7. Shakti Nagar
8. Janakpuri
9. Bhikaji Cama Place
10. Okhla
11. Delhi Gate
12. Kidwai Bhawan
13. Shahdara
14. Laxmi Nagar
15. Nehru Place and
16. Rajouri Garden

#### Stipend to Trainees for the Training Period

2067. SHRI N.J. RATHWA: Will the Minister of LABOUR be pleased to state:

(a) whether the Labour and Employment Department of the Government of Gujarat has sent any proposal regarding "enhancement of training period and stipend for the beneficiaries of N R Funds in Gujarat" to the Union Government during the last three years;

(b) if so, the details thereof, year-wise;

(c) the details of the number of proposals accepted/ rejected, under consideration or pending;

(d) the reasons for not taking decision on them; and

(e) the time by which these proposals are likely to be accepted and the latest position thereof?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM): (a) Yes, Sir.

(b) to (e) The present norms of expenditure for counselling, retraining and redeployment of rationalised workers by Employees Assistance Centres issued in March, 1996 is enclosed as statement. The proposal of Gujarat Government for enhancement of training period and stipend for beneficiaries is under consideration of Ministry of Industry.

#### Statement

No.12(1)/96-IRS

Ministry of Industry

Department of Industrial Development  
(Industry Renewal Section)

N.Delhi, dt. the 4th March, 1996

To

Nodal Agencies  
(As per list)

Subject: Norms of expenditure for counselling, re-training and redeployment of rationalised workers by Employee Assistance Centres

Sir,

With reference to the on-going worker retraining programme under the National Renewal Fund, I am directed to state that the following norms of expenditure have been approved:-

Item	Expenditure per Worker(Rs)
i) Non-recurring Expenses (on infrastructure, office equipment etc.)	300.00
ii) Preparatory works (Awareness-cum-motivation, advertisements etc.)	900.00
iii) Training Expenses (to be paid to the training institute)	3000.00

iv) Stipend (at the rate of Rs.40 per day for 25 days a month)	2000.00
v) Office Expenses (Salary, postage, magazines, etc.)	800.00
vi) Follow-up Services (tool kit, project profiles, application for banks loans, etc.)	2000.00
Total:	<u>9000.00</u>

The above norms will be applicable for the expenditure incurred in 1995-96 and thereafter.

All the nodal agencies are requested to follow the aforesaid norms and furnish the following information by return fax.

- Details of expenditure incurred so far and targets achieved.
- Details of target for the remaining period of the current financial year and requirement of funds for the same.

This may kindly be accorded too priority.

Yours faithfully,

Sd/-

(S.K. Lohani)

Under Secretary to the Govt. of India  
Fax No.3011770 & 3012626

#### Outstanding Dues of ITDC

2068. SHRI RAJENDRA AGNIHOTRI: Will the Minister of TOURISM be pleased to state:

(a) the outstanding dues of ITDC pending realisation, as on date; and

(b) the steps taken to realise these dues?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) As on 31 Jan 97, the total provisional amount of outstanding was Rs.63.57 crores.

(b) Realisation of outstanding amount is a continuous process which includes contacts, periodical review both at the unit and Corporate level and legal action wherever necessary.

[English]

#### Royalty on Documents

2069. SHRI GEORGE FERNANDES: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government have books containing official speeches and other official documents by former Prime Ministers of India;

(b) if so, the number of such books published and details pertaining to the number of editions, price, etc. of such books;

(c) whether any royalty is being paid on these books to any individuals, trusts or other agencies;

(d) if so, the details thereof; and

(e) the total amount of royalty paid to such individuals or trusts or agencies so far?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) Yes, Sir.

(b) The Publications Division has so far published 30 books. The details are enclosed in statement.

(c) No, Sir.

(d) and (e) Does not arise.

#### Statement

Sl. No.	Title	Language	Edition	Price (Popular) Editor	(in Rs.) (Delux)
1	2	3	4	5	6
1.	Jawaharlal Nehru's	English	1949	7.50	
	Speeches - Vol.1	"	1958	6.50	9.50
		"	1963	12.50	
		"	1967	12.50	



1	2	3	4	5	6
		English	1983	50.00	60.00
		"	1992	90.00	
		"	1996		225.00
2.	Jawaharlal Nehru's	"	1954	5.50	
	Speeches - Vol.2	"	1957	5.50	
		"	1963		12.50
		"	1967		12.50
		"	1983	70.00	80.00
		"	1996		300.00
3.	Jawaharlal Nehru's	"	1958	6.50	
	Speeches Vol.3	"	1970	11.50	14.50
		"	1983	60.00	70.00
		"	1996		270.00
4.	Jawaharlal Nehru's	"	1964	9.50	12.50
	Speeches Vol.4	"	1983	55.00	65.00
		"	1996		255.00
5.	Jawaharlal Nehru's	"	1968		10.00
	Speeches Vol.5	"	1983	30.00	40.00
		"	1996		150.00
6.	Jawaharlal Nehru's	Hindi	1977	12.00	16.00
	Speeches Vol.1				
	Vol.2	"	1995	90.00	
		"	1995	75.00	
7.	India's Foreign	English	1971	14.00	
	Policy (Selected				
	Speeches of Jawaharlal				
	Nehru)	"	1984	70.00	85.00
8.	Selected Speeches of	English	1971	12.00	
	Indira Gandhi (Years				
	of Challenges) Vol.1	"	1973	15.50	
		"	1985	66.00	
9.	Selected Speeches of	English	1975	30.00	
	Indira Gandhi (Years				
	of Endeavour) Vol.2	"	1983	80.00	90.00
		"	1995		260.00
10.	Indira Gandhi -				
	Selected Speeches and	"	1984	115.00	
	Writings Vol.3				
11.	do Vol.4	"	1985	80.00	
12.	do Vol.5	"	1987	75.00	

1	2	3	4	5	6
13.	Selected Speeches of Indira Gandhi Vol.1	Hindi	1976	15.00	18.00
14.	do Vol.2	"	1986	60.00	65.00
15.	do Vol.3	"	1990	155.00	
16.	do Vol.4	"	1996	515.00	
17.	Selected Speeches of Lal Bahadur Shastri	English	1965	4.50	
		"	1975	13.00	16.00
18.	Selected Speeches of Morarji Desai	"	1986	40.00	45.00
19.	Selected Speeches and Writings of Charan Singh	"	1992	55.00	
20.	Selected Speeches and Writings of V.P. Singh	"	1993		150.00
21.	Selected Speeches and Writings of Chander Shekhar	"	1993		110.00
22.	Selected Speeches and Writings of P.V. Narasimha Rao Vol.1	"	1993		300.00
23.	do Vol.2	"	1994		300.00
24.	do Vol.3	"	1995		550.00
25.	do Vol.4	"	1995		550.00
26.	Selected Speeches and Writings of Rajiv Gandhi Vol.1	English	1987	80.00	90.00
		"	1991		670.00 (Super Delux)
27.	do Vol.2	"	1989	80.00	90.00
		"	1992		650.00 (Super Delux)
28.	do Vol.3	"	1989	110.00	120.00
		"	1992		760.00 (Super Delux)
29.	do Vol.4	"	1989	130.00	140.00
		"	1992		610.00 (Super Delux)
30.	do Vol.5	"	1991		155.00
		"	1992		610.00 (Super Delux)

**Conversion of MTNL Into Global Corporation**

2070. SHRI PRITHVIRAJ D.CHAVAN:  
SHRI SANAT KUMAR MANDAL:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have shelved the proposal to convert Mahanagar Telephone Nigam Ltd.(MTNL), into a global corporation;

(b) if so, the reasons therefor;

(c) whether the Government have worked out a special package for MTNL to give it a functional autonomy from

the Deptt. of Telecommunications; and

(d) if so, the details thereof?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) No, Sir. There was no such proposal under consideration.

(b) Question does not arise in view of (a) above.

(c) No, Sir.

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

[Translation]

#### **Loss to Doordarshan**

2071. SHRI RAVINDRA KUMAR PANDEY:  
SHRI CHANDRA BHUSHAN SINGH:  
SHRI ANNASAHIB M.K. PATIL:  
SHRI RAM NAIK:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Doordarshan has suffered a loss of Crores of rupees on Chitrahar and by extending special concessions to the serials "World this Week" and "Chandrakanta";

(b) if so, the details thereof;

(c) the reasons therefor;

(d) whether the Government propose to revise the guidelines for improving the quality of programmes; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) No, Sir.

(b) and (c) Do not arise.

(d) and (e) Changes/modifications in the existing guidelines for telecast of programmes in various formats on Doordarshan are carried out from time to time according to the changing requirements.

#### **Upgradation/Expansion of Doordarshan Kendras**

2072. SHRIMATI VASUNDHARA RAJE:  
SHRI SANDIPAN THORAT:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the steps taken by the Government for upgradation/expansion of some Doordarshan Kendras during the Eighth Plan period, State-wise;

(b) whether requests have been received from various State Governments in this regard;

(c) if so, the details thereof, State-wise;

(d) the action taken thereon so far;

(e) whether many projects are behind the schedule;

(f) if so, the reasons therefor; and

(g) the time by which these are likely to be completed?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) to (g) Requests for upgradation/expansion of Doordarshan Kendras (DDKs) are received, from time to time, from various quarters including some State Governments. Schemes for expansion of DDKs at Mumbai, Nagpur, Delhi, Ranchi and Rajkot are presently under implementation as part of 8th Plan. Civil works in respect of all these projects are in progress and part equipments already procured. While there has been some delay in completion of these projects due to delay in completion of civil works and non-availability of requisite resources and infrastructural facilities and constraints of funds, the projects are expected to be completed, in phases, by 1998-99.

#### **Running of Delhi-Patna Rajdhani Express Via Moradabad**

2073. SHRI SANTOSH KUMAR GANGWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether suggestions regarding running of Delhi-Patna Rajdhani train, via Moradabad and Bareilly have been received; and

(b) if so, the time by which these suggestions are likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) There is no proposal to divert New Delhi-Patna Rajdhani Express via Moradabad-Bareilly.

[Translation]

#### **Modernisation of Airports in Gujarat**

2074. SHRIMATI BHAVNA BEN DEVRAJ BHAI CHIKHALIA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of projects launched for the modernisation of airports and aviation facilities in Gujarat during the last three years;

(b) whether the progress made in respect of these projects has been as per the schedule; and

(c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) A statement is attached.

(b) Yes, Sir.

(c) Does not arise.

**Statement**

Station/Schemes		Estimated cost	B.E. 1996-97 (Rs. in lakhs)
1.	<b>AHMEDABAD</b>		
	Extension of runway upto 11500 ft.	800.00	100.00
	Various Aeronautical Communication equipments	2972.00	362.00
2.	<b>VADODARA</b>		
	Construction of new terminal building	1486.00	350.00
	Extn. of new apron & additional taxi track	245.75	96.00
	Constn. of Tech. Block & Control Tower	87.06	63.00
	Compound wall	177.00	
	Various Aeronautical Communication equipments	295.00	210.00
3.	<b>BHAVNAGAR</b>		
	Extension of runway	300.00	100.00
	Various Aeronautical Communication equipments	120.00	
4.	<b>BHUJ</b>		
	Dev. of passenger air terminal complex	500.00	100.00
	Various Aeronautical Communication equipments	210.00	210.00
5.	<b>PORBANDAR</b>		
	Constn. of new Term. Bldg. & apron taxi track	300.00	200.00
	Construction of residential quarters	50.00	50.00
6.	<b>RAJKOT</b>		
	Construction of operational wall	60.00	50.00
	Resurfacing of runway, app. road & car park.	150.00	200.00
	Various Aeronautical Communication equipments	405.00	—
7.	<b>Jamnagar</b>		
	Various Aeronautical Communication equipments	210.00	210.00
		<b>8367.81</b>	<b>2306.00</b>

**Introduction of Superfast Train  
between Ranchi and New Delhi**

2075. SHRI BRAJ MOHAN RAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration of the Government to introduce a Super fast train from Ranchi to New Delhi via Daltonganj and Dehri-On-Sone;

(b) if so, the time by which this train is likely to be

introduced; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) It has been decided to introduce a bi-weekly express train between Ranchi and Delhi during 1997-98.

(c) Does not arise.

*[English]***Promotion of Tourism In Madhya Pradesh**

2076. DR. RAMKRISHNA KUSMARIA:  
SHRI SUKH LAL KUSHWAHA:

Will the Minister of TOURISM be pleased to state:

(a) the number of proposals received by the Union Government from the Madhya Pradesh for the promotion of tourism during each of the last three years;

(b) the number of proposals approved/rejected or still pending indicating the reasons for rejecting each proposal;

(c) the financial assistance provided by the Union Government to Madhya Pradesh in this regard during 1996-97;

(d) whether the Government of Madhya Pradesh has demanded additional funds from the Union Government for the development of certain tourist places; and

(e) if so, the amount provided during each of the last two years?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (e) Central Department of Tourism, Government of India has during the year 1994-95, sanctioned two projects, amounting to Rs.9.32 lakhs to the State Government of Madhya Pradesh.

Government of Madhya Pradesh has not submitted any proposal during the years 1995-96 and 1996-97 to the Central Department of Tourism for central financial assistance.

*[Translation]***Telephone Exchanges In U.P.**

2077. SHRI HARIVANSH SAHAJ: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of telephone exchanges likely to be made operational in Deoria District of Uttar Pradesh by March, 1997;

(b) whether the Government propose to set up microwave;

(c) if so, the details thereof;

(d) whether there is any plan to provide telephone facility in every village of the district; and

(e) if so, the details thereof?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Six nos. of 256PC-DOT Telephone exchanges are likely to be made operational by March 1997 Deoria District of U.P.

(b) and (c) Yes, Sir. It is proposed to set up 5 nos. of Digital Microwave Systems during 1996-97 in Deoria District as follows:

(i)	Padrauna-Hata-Deoria	-120 chl	capacity
(ii)	Lar-Salempur	- 30 chl	capacity
(iii)	Salempur-Deoria	-120 chl	capacity
(iv)	Gorakhpur-Deoria	-1920 chl	capacity
(v)	Deoria-Patna	-1920 chl	capacity

(d) and (e) Yes, Sir. Public Telephone facility has been provided in 296 villages during 1996-97.

During 9th Five Year Plan, telephone facility is likely to be provided in all the villages of Deoria District.

**Kurla Fly-over Project**

2078. SHRI KACHARU BHARU RAUT: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have accorded its approval to Kurla fly-over project of Maharashtra;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the time by which this project is likely to be approved ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) Does not arise.

(c) and (d) The Project could not be approved as location is infringing with proposed Bandra-Kurla Railway line.

*[English]***Post Offices in Karnataka**

2079. SHRI B.L. SHANKAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of villages without Post Offices in Karnataka during 1994-95, 1995-96 and 1996-97 till now;

(b) the number of villages in the State having post offices, district-wise and category-wise; and

(c) the number of post offices proposed to be opened during 1997-98 in the State, district-wise and category-wise?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The number of village without post offices in Karnataka during the years 1994-95, 1995-96 and 1996-97 (till date) is given below:-

Year	Number of villages without Post Offices
1994-95	18,828
1995-96	18,828
1996-97	18,807

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

(c) Targets for opening of post offices are allocated Postal Circle-wise under Annual Plans and finalised on year to year basis.

[Translation]

#### **Night Landing Facilities at Ranchi Airport**

2080. SHRI RAM TAHAL CHAUDHARY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether plane cannot land at Ranchi airport in the night;

(b) if so, the efforts made for providing take off and landing facilities at the night keeping in view of the demand therefor from the Air Force in this area; and

(c) if no such steps have been taken, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) Yes Sir. Due to cattle menace around the airport area, landing at Ranchi Airport during night is considered unsafe.

(b) Airports Authority of India has not received any request from the Air Force authorities for conducting night operations at Ranchi Airport.

(c) Does not arise.

[English]

#### **Fire Incident in IGIA**

2081. PROF. OMPAL SINGH 'NIDAR': Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Committee constituted to enquire into the fire incident in terminal 1A building of the Indira Gandhi International Airport at New Delhi on October 30, 1996 has submitted its report;

(b) if so, the findings and recommendations of the committee; and

(c) the action taken or proposed to be taken to check recurrence of such incidents in future?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M.

IBRAHIM): (a) Yes, Sir.

(b) The Enquiry Committee has submitted its report on 16th December, 1996. The major findings of the Enquiry Committee are-

(1) It is difficult to establish the cause of the outbreak of fire above the false ceiling since the entire structure has been consumed in the fire.

(2) The loss assessed is to the tune of Rs. 15.50 crores exclusive of indirect loss in terms of loss of business, revenue and operational inconvenience.

(3) Negligence has not been attributed to any one.

(c) Action has been initiated to review and streamline the fire fighting and associated systems at all airports to take preventive action to guard against such fire incidents.

[Translation]

#### **Linking of Khajuraho with Rail Network**

2082. SHRI VISHVESHWAR BHAGAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to link world wide known tourist place Khajuraho in Madhya Pradesh with railway network;

(b) if so, the time by which this facility is likely to be provided; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) This work has been included in the Budget, 1997-98. Construction work will be taken up, once the necessary clearances have been obtained and would be completed in the coming years as per availability of resources.

(c) Does not arise.

[English]

#### **Hotels Under ITDC**

2083. SHRI K. PRADHANI: Will the Minister of TOURISM be pleased to state the number of hotels under India Tourism Development Corporation (ITDC) alongwith their locations?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): Presently, ITDC is operating 33 hotels comprising of 26 its own hotels, 6 joint ventures and 1 managed property. Locationwise details of these hotels are given in the statement attached.

**Statement**

*Statement Showing Locationwise Number of Hotels Being Operated by ITDC*

Sl.No.	Location	No. of Hotels
1	2	3
01.	Itanagar* (Arunachal Pradesh)	1
02.	Guwahati* (Assam)	1
03.	Patna (Bihar)	1
04.	Bodhgaya (Bihar)	1
05.	Ranchi* (Bihar)	1
06.	Manali (Himachal Pradesh)	1
07.	Jammu (Jammu & Kashmir)	1
08.	Bangalore (Karnataka)	1
09.	Hassan (Karnataka)	1
10.	Mysore (Karnataka)	1
11.	Kovalam (Kerala)	1
12.	Bhopal* (Madhya Pradesh)	1
13.	Khajuraho (Madhya Pradesh)	1
14.	Aurangabad (Maharashtra)	1
15.	New Delhi (NCT)	8
16.	Bhubaneswar (Orissa)	1
17.	Puri* (Orissa)	1
18.	Pondicherry* (UT)	1
19.	Jaipur (Rajasthan)	1
20.	Udaipur (Rajasthan)	1
21.	Bharatpur** (Rajasthan)	1
22.	Madurai (Tamilnadu)	1

1	2	3
23.	Mamallapuram (Tamilnadu)	1
24.	Varanasi (Uttar Pradesh)	1
25.	Agra (Uttar Pradesh)	1
26.	Calcutta (West Bengal)	1
Total		33

\*Joint Venture Hotel

\*\*Managed Hotel

[Translation]

**New Rail Lines in Uttar Pradesh**

2084. SHRI BHAGWAN SHANKAR RAWAT: Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey has been conducted to lay new rail lines in Uttar Pradesh;

(b) if so, the details thereof; and

(c) the time by which these lines are likely to be laid?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) 9 surveys for new lines have been completed in the last 5 years and 12 surveys are in progress at present. A list of these surveys is enclosed as statement.

(c) None of these projects for which the surveys have been completed have been sanctioned. As regards projects for which surveys are in progress, further consideration will be possible once the survey reports become available.

**Statement**

*The details of surveys which have been conducted during the last 5 years and or being conducted for new rail lines in Uttar Pradesh are as under:-*

**Details of surveys completed**

Section Surveyed	Year When Surveyed	KMS	Project Cost in Cr. (Rs.)	ROR
1	2	3	4	5
1. Daurala to Bijnaur via Hastinapur.	1995	63.50	66.74	Less than 5%
2. Khurja-Palwal-Rewari-Rohtak (partly in UP)	1995	212.65	365.47	Less than 2%
3. Tanakpurghat-Bageshwar	1992	154.50	659.25	Negative
4. Mao-Ghaziipur City	1992	42.00	39.00	Negative
5. Tarighat-Ghaziipur	1993	8.70	93.54	Negative

1	2	3	4	5
6. Ramnagar-Chaukhutiya	1994	87.00	560.00	Negative
7. Sitapur-Nanpara	1995	135.00	195.00	Negative
8. Sitapur-Bahraich	1996	65.00	93.81	
9. Agra-Etawah	1991	110.50	101.38	Negative
<b>Survey In Progress</b>				
1. Panipat-Meerut (partly in Haryana)		100.00		
2. Laksar-Baksar		125.00		
3. Rishikesh-Dehradun		30.00		
4. Haridwar-Kotadwar-Ramnagar		125.00		
5. Dehradun-Saharanpur		70.00		
6. Rishikesh-Karanprayag		185.00		
7. Chandigarh-Dehradun via Jagadhari-Poanta Sahib-Kala Amb (partly in Punjab)		220.00		
8. Muzaffarnagar-Haridwar via Roorkee.		95.00		
9. Rail link to NOIDA (Deposit work)		—		
10. Kichha-Sitarganj-Nanakmata-Khatima.		55.00		
11. Tanakpur-Purnagiri		15.00		
12. Farukhabad-Golakarannath		153.32		

*[English]*

**Broad-Gauge Rail Line between  
Ajmer and Ahmedabad**

2085. SHRI TARACHAND BHAGORA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration of the Government for laying of a rail line between Ajmer and Ahmedabad via Chittour-Udaipur (Rajasthan);

(b) if so, the time by which the work is likely to be commenced thereon; and

(c) if not, whether, the Government propose to include this scheme in the next Five Year Plan?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Gauge conversion of Ajmer-Chittaurgarh-Udaipur MG section has been included in the Supplementary Budget 1996-97. The necessary clearances for starting the work have also since been obtained and the work is being taken up.

(c) Does not arise.

*[Translation]*

**Standing Committee on Development of Telematics**

2086. SHRI JAGAT VIR SINGH DRONA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government are aware that Parliamentary Standing Committee has pulled up the Ministry over the functioning of Centre for Development of telematics (C-DoT);

(b) whether the Committee are aware of the view that C-DoT has always failed to utilise the full amount allocated in Budget and the reply of the Ministry in this regard is not satisfactory; and

(c) if so, the steps taken by the Ministry to provide the information required in this regard?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) and (b) Standing Committee has expressed concern for non-utilisation of funds for the year 1994-95.

(c) The Ministry has already submitted an Action Taken Note to the Standing Committee indicating the steps taken by C-DoT to ensure full utilisation of budgetted amount. This includes close monitoring by C-DoT Board to ensure full utilisation of the funds.

*[English]*

**Conversion of LPT, Tamil Nadu**

2087. SHRI N. DENNIS: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government propose to convert



L.P.Ts. into H.P.Ts. in Tamil Nadu particularly in Nagercoil in view of the increasing population there;

(b) if so, the details thereof, location-wise; and

(c) the time by which the projects are likely to be started?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) and (b) With a view to further strengthen TV service in the State of Tamil Nadu, 19 TV Transmitter projects of varying powers are, at present, under implementation/envisaged to be set up in the State which include 3 High Power TV Transmitters (HPTs) proposed for Dharmapuri, Kumbakonam and Tirunelveli in replacement of the existing Low Power TV Transmitters (LPTs). There is, however, no approved scheme, at present, to convert the existing LPT at Nagercoil to HPT.

(c) The normal lead time involved in the implementation of High Power TV Transmitter projects is about 3-4 years after approval of the scheme by the competent authority and subject to availability of adequate funds and infrastructural facilities.

[*Translation*]

#### Telephone Directory in Bihar

2088. SHRI DINESH CHANDRA YADAV: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the year in which Telephone Directory was released for Saharsa, Supaul and Madhepura districts of Bihar;

(b) the time by which new Telephone Directory is likely to be released;

(c) the reasons for delay in this regard; and

(d) the steps being taken by the Government to ensure timely release of the Telephone directory alongwith corrigenda?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The Telephone directory for Saharsa, Supaul and Madhepura districts of Bihar was last released in 1994.

(b) The new directory is likely to be released by March, 97.

(c) The Saharsa Telecom. district was formed recently. The compilation of the subscribers list falling under the jurisdiction of Saharsa took some time. The telephone directory of Saharsa Telecom Distt. will also include Telephone Nos. of Supaul and Madhepura.

(d) Necessary steps have been taken to release the directory in time.

[*English*]

#### National Mineral Policy

2089. SHRI SRIBALLAV PANIGRAHI: Will the Minister of MINES be pleased to state:

(a) whether the Government have recently brought changes in the National Mineral Policy, 1993;

(b) If so, the details thereof;

(c) whether the Government propose to lease out diamond mines to private sector, and

(d) if so, the reasons therefor?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) No Sir.

(b) Does not arise.

(c) and (d) As per national Mineral Policy, 1993 thirteen minerals (including diamonds), which were hitherto reserved exclusively for the public sector have been thrown open to the private sector with a view to attract larger investments including foreign investment and state-of-the-art technology for exploration and exploitation.

The grant of mining leases is governed by the provisions of the Mines and Minerals (Regulation & Development) Act, 1957 and the rules made thereunder. The applications for grant of mining leases are received and processed by the State Governments. However, the approval of Central Government is required only in case of minerals covered under Schedule-I of the Mines and Minerals (Regulation & Development) Act, 1957.

#### Foreign Satellite Channels

2090. SHRI RAMCHANDRA VEERAPPA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government have drawn up plans to regulate foreign satellite channels;

(b) if so, the details thereof;

(c) whether any authority has been constituted in this regard; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) to (d) Government intends to introduce a bill in the Parliament which would seek to bring the foreign satellite channels within the ambit of the proposed law.

[*Translation*]

#### Opening of Godown at Tohara Railway Station

2091. SHRI SHATRUGHAN PRASAD SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Tohara Railway Station under North-East Railway is an important business Centre of grains, clothes etc;

(b) if so, whether it is also a fact that there is no godown on broad gauge line;

(c) if so, whether the Government propose to construct a godown at above Railway Station; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (d) No railway station by name 'Tohara' is existing on North-Eastern Railway. However, a station named 'Teghra' is located on Barauni-Muzaffarpur BG section of Sonapur Division on North Eastern Railway where goods booking facility is neither presently provided nor is intended to be provided in the near future. Barauni railway station which is only 8 kms. away from Teghra railway station, is open for goods traffic and traders/people of the area can avail the services of this station for booking their consignments.

[English]

#### **Survey for Kottayam-Dindigul Rail Line**

2092. SHRI RAMESH CHENNITHALA: Will the Minister of RAILWAYS be pleased to state:

(a) the date on which survey had been conducted on Kottayam-Dindigul railway line;

(b) the total amount spent on the survey; and

(c) the time by which construction work is likely to be commenced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) The survey is still in progress.

(b) Rs. 15.70 lakhs.

(c) Does not arise.

#### **Hindustan Zinc Limited**

2093. SHRI SARAT PATTANAYAK: Will the Minister of MINES be pleased to state:

(a) whether the Government have reviewed the performance of Hindustan Zinc Limited; and

(b) if so, the details and outcome thereof?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) and (b) Yes, Sir. The performance of Hindustan Zinc Limited is reviewed by the Ministry of Mines regularly. Further, regular monitoring of the physical, financial and marketing performance of the Company is done by the Ministry and whenever required suitable advice is rendered to the Company to improve the performance. The Ministry also renders assistance to the Company to overcome various

problems by way of coordination and consultation with other authorities concerned.

As a result of the measures indicated above, the overall performance of Hindustan Zinc Limited has remained satisfactory and the Company is making profits despite unfavourable market conditions. The overall "rating" of the Company in terms of the Memorandum of Understanding (MoU), entered into by the Company with the Government for the year 1995-96, was "Very Good".

#### **Electronic Telephone Exchanges in Orissa**

2094. SHRI ANCHAL DAS: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of electronic telephone exchanges functioning in Orissa till date, district-wise; and

(b) the number of manual exchanges converted into electronic exchanges during 1995-96 and 1996-97, district-wise?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) As on 28th Feb. 97 there are 719 Nos. of electronic exchanges functioning in the State. The district-wise details are furnished in the statement attached.

(b) Nil.

#### **Statement**

#### **ORISSA TELECOM CIRCLE**

#### **Electronic Telephone Exchanges in Orissa As on 28.2.97**

S.No.	Name of District	No. of Electronic Exchanges
1	2	3
1.	Balasore	31
2.	Bhadrak	20
3.	Mayurbhanj	34
4.	Ganjam	71
5.	Gajapati	16
6.	Phulbani	21
7.	Boudh	10
8.	Khurda	44
9.	Nayagarh	15
10.	Puri	27
11.	Bolangir	22
12.	Sonepur	8
13.	Kalahandi	16
14.	Nuapada	8
15.	Cuttack	39
16.	Jagatsinghpur	28
17.	Kendrapara	19
18.	Jajpur	29

1	2	3
19.	Keonjhar	31
20.	Angul	29
21.	Dhenkanal	29
22.	Koraput	23
23.	Malkangiri	6
24.	Nowrangpur	11
25.	Rayagada	20
26.	Sambalpur	26
27.	Jharsuguda	12
28.	Bargarh	32
29.	Deogarh	3
30.	Sundargarh	39
Total		719

#### PCO in Bihar

2095. SHRI THOMAS HANSDA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the total number of PCOs allotted in urban and rural areas in Bihar;

(b) the details of post offices in rural areas which do not have PCOs and target time to install PCOs in every village Post Office, district-wise;

(c) whether SCs/STs are given preferential treatment in allotment of PCO booths; and

(d) if so, the number of PCO booths allotted to SCs/STs alongwith details?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) to (d) The information is being collected and will be laid on the Table of House as soon as possible.

#### Utilisation of Bitragunta Loco Shed

2096. SHRIMATI LAKSHMI PANABAKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are not utilising the existing infrastructure and Railway assets at Bitragunta Loco shed under South Central Railway instead of spending huge amounts to build the same elsewhere; and

(b) if so, the reasons therefor;

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) At present there is no Loco shed existing at Bitragunta in South Central Railway. Due to Electricification and Diesellisation the Steam Loco shed there was closed down in 1981. No amount is being spent on building Steam Loco sheds elsewhere.

#### Gauge Conversion

2097. SHRI KODIKUNNIL SURESH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the total kilometer of narrow gauge railway lines have been converted into broad gauge during 1991-1996;

(b) if so, the total expenditure incurred thereon during the above period;

(c) the details of the States benefited;

(d) whether the Railways have seriously considered for the gauge conversion from Quilon to Virudhunagar in Southern Railway; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) 341 kms of NG lines have been converted into BG since 01.04.91 till date.

(b) During the priod, a sum of Rs. 235 crores were spent on gauge conversion of narrow gauge lines.

(c) The States benefited are Gujarat, Karnataka, Bihar, Maharashtra and Madhya Pradesh.

(d) Yes, Sir.

(e) The project has been included in the Budget 97-98 at a cost of Rs. 280 crores. The work will be taken up after the necessary clearances have been obtained.

#### Development of Sidh Baba Sodal Temple, Jalandhar

2098. SHRI MRUTYUNJAYA NAYAK: Will the Minister of TOURISM be pleased to state:

(a) whether the Union Government have received proposals from the Government of Punjab for the development of Sidh Baba Sodal Temple, Jalandhar;

(b) if so, the details thereof;

(c) whether it is a fact that this temple has been neglected by the Union Government inspite of developing it as an international tourist place and famous pilgrimage centre;

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

(e) whether any financial assistance has been sought by the Government of Punjab for its development; and

(f) if so, the details thereof alongwith the amount released by the Union Government, so far?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (f) The Department of Tourism has not received any proposal from Government of Punjab for development of Sidh Baba Sodal Temple.

**Telephone Connections in J & K**

2099. SHRI GULAM MOHD. MIR MAGANI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of persons registered and wait-listed for telephone connections in Jammu & Kashmir, district-wise;

(b) whether the Government have a plan to clear the waiting list upto March 1997; and

(c) if so, the details thereof?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The number of persons registered and wait-listed for telephone connections as on 31 Jan, 97 in Jammu & Kashmir, district-wise is as given in statement.

(b) and (c) Due to prevailing conditions in Jammu & Kashmir, it is planned to clear about 2000 wait-listed persons during 96-97 and the remaining progressively during 97-98 and 98-99.

**Statement**

*The district wise details of the No. of persons registered and wait-listed for Telephone connections in J & K*

Sl. No.	Name of District	Waiting list as on 31.1.97
1.	Srinagar	15578
2.	Baramulla	868
3.	Pulwama	1028
4.	Anantnag	748
5.	Kupwara	235
6.	Badgaun	451
7.	Jammu	7467
8.	Kathua	747
9.	Rajouri	290
10.	Poonch	283
11.	Udhampur	918
12.	Doda	468
13.	Leh	1077
14.	Kargil	286

**Doubling of Railway Line**

2100. DR. Y.S. RAJASEKHARA REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) the details of progress of doubling of Railway Line between Renigunta and Guntakal; and

(b) the time by which the above work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) The section between Renigunta and Guntakal is already doubled in patches in the following sub-sections:-

- (i) Guntakal-Rayalcheruvu
- (ii) Kondapuram-Muddanuru
- (iii) Cuddapah-Bhakarapeta
- (iv) Balapalle-Renigunta

A Preliminary Engineering-cum-Traffic Survey for doubling of the remaining section from Gooty to Renigunta (280 kms.), has also been taken up. Further consideration of the project will be possible, once the survey report becomes available.

**High Level Committee for Rural Postal Net Work**

2101. DR. KRUPASINDHU BHOI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have a proposal to set up a high level committee to monitor the operation of rural postal net work in the country;

(b) if so, when the committee is likely to start work; and

(c) the details of the steps being taken to ensure and maintain efficiency in the postal services in the rural areas?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes, Sir.

(b) The Committee is likely to start functioning in March, 1997.

(c) The steps being taken to ensure and maintain efficiency of the postal services in rural areas are as follows:-

- (i) The mail delivery system in the rural areas is constantly monitored and periodically reviewed at the field and Headquarters level.
- (ii) Regular and repeated visits are undertaken by the visiting Officers at various levels to Post Offices and RMS Offices to assess the efficiency of processing and delivery of mails.
- (iii) Test Letters are posted between different stations to assess the transit time taken and the efficiency in delivery, locate delayed routes and take remedial steps.
- (iv) 25% of the Post Offices selected for the Rural Mail Survey are from rural areas. In addition, periodic survey of Live Mails are also undertaken in Post Offices.

(v) To sort out the problem of transportation of mails in rural areas, periodic meetings are held with the various transport authorities at various levels.

(vi) Checking of Money Order Payment by the Inspectors/Assistant Superintendents and Mails Overseers and Overseer Postmen.

#### **Revenue Sharing Agreement**

2102. SHRI SURESH KALMADI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Videsh Sanchar Nigam Ltd. (VSNL) and the Deptt. of Telecommunications have entered into a new revenue sharing agreement; and

(b) if so, the salient features thereof?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes, Sir.

(b) The salient features are as under:

1. The new revenue sharing arrangement will be effecting from 1.4.97 and will be applicable upto 31.3.2002.
2. In the 1st and 2nd financial years of the agreement, the VSNL will receive a net retention of Rs. 10/- per minute for each of outgoing and incoming calls.
3. From 3rd year onwards the absolute net earnings per paid minute of international traffic will be compared to the absolute net earnings per paid minute of international traffic in the base financial year i.e. 1997-98. Any difference in the amount will be shared between DOT and VSNL in the following ratio:

For the year 1999-2000, the ratio of sharing will be 15:85 between VSNL and DOT respectively.

For the year 2000-2001 the ratio of sharing will be 20:80 between VSNL and DOT respectively.

For the year 2001-2002 the ratio of sharing will be 25:75 between VSNL and DOT respectively.

4. VSNL will pay a licence fee of Rs. 2.5 lakhs p.a. per average number of commissioned circuits.
5. Surcharge on Super Group was made to Zero.
6. This Agreement will be subject to review if in any financial year or years, the Rs./\$ exchange rate fluctuate by more than 10% in either direction, with the objective of correcting the imbalance so caused.
7. The Agreement will also be reviewed if VSNL earns less than Rs. 9/- per minute or more than Rs. 11/- per minute in any financial year or

years of Agreement, in order to correct the imbalance.

#### **Gauge Conversion**

2103. SHRI DINSHA PATEL:

SHRI SHANTILAL PURSHOTTAMDAS PATEL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have received any representation from the Federation of Chamber of Commerce and Industries of Saurashtra and Kutch for conversion of Surendranagar-Bhavnagar metre gauge section into broad gauge;

(b) if so, the details thereof;

(c) whether the above proposal is being considered by the Government;

(e) if not, the reasons therefor;

(e) whether there is any proposal to convert Wankaner Morbi-Navlakhi metre gauge section into broad gauge; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) and (c) Gauge conversion of Surendranagar-Bhavnagar, Dhola-Dhasa-Mahuva and its extension upto Pipavav has been included in Supplementary Budget 1996-97. The work will be taken up after obtaining the required clearances.

(d) Does not arise.

(e) and (f) Gauge conversion of Wankaner-Mailya Miyana and Dahinsara-Navlakhi is already included in the Budget. Work will be taken up shortly.

#### **Applications for Telephone Connections**

2104. SHRI MUKHTAR ANIS: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of pending applications for telephone connections as on 1.4.1996 and 31.12.1996, circle-wise;

(b) the number of lines added, during April-December, 1996, circle-wise;

(c) the number of connections given, during April-December, 1996, circle-wise; and

(d) the average waiting time, for the general category, circle-wise?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) to (c) The details are given in the statement attached.

(d) The information is being collected from the Field units and the same will be placed on the Table of the Hon'ble House.

**Statement**

*Circle wise details of pending applications for telephone connections, number of lines added and number of connections given during 1996-97*

Sl.	Circle	Pending applications as on		Number of lines added April-December 1996	Number of connections given April-December 1996
		1.4.96	31.12.96		
1.	Andhra Pradesh	135054	226318	104265	92033
2.	Assam	19648	28707	13172	9481
3.	Bihar	42481	60065	7770	20362
4.	Gujarat	211799	290801	54302	80104
5.	Haryana	76914	101695	18882	22503
6.	Himachal Pradesh	24768	44716	24329	18930
7.	J & K	27919	31214	8431	6847
8.	Karnataka	153663	230349	94605	70388
9.	Kerala	415321	620177	98434	87924
10.	M.P.	35806	67970	19429	24782
11.	Maharashtra	226144	313685	137237	95198
12.	North East	5961	16772	5868	7500
13.	Orissa	14682	22579	13332	22548
14.	Punjab	173005	230604	73602	51729
15.	Rajasthan	138150	190678	72706	46460
16.	Tamil Nadu	258642	350104	103242	73297
17.	U.P. (East)	52733	63463	39561	37737
18.	U.P. (West)	65813	100269	30117	50164
19.	West Bengal	46998	72838	41429	30138
20.	A&N Islands	1179	2849	100	263
21.	Mumbai	10572	61584	13050	67254
22.	Delhi	9221	56820	35584	85351
23.	Calcutta	47588	90587	58700	26184
24.	Chennai	83187	103327	55160	27738
Total		2277248	3398171	1123307	1054915

**Curzon Bridge over River Ganga at Allahabad**

2105. SHRI RAMSAGAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway authorities are planning to make the Curzon Bridge re-usable at Allahabad over the river Ganga;

(b) if so, the details thereof and the time by which the bridge is likely to be made usable;

(c) whether there is also any proposal for the construction of another bridge over river Yamuna at Allahabad for the development activities in the Yamunapar

area where a large number of industries are being affected for want of proper communication system; and

(d) if so, the time by which the construction work of second bridge over river Yamuna is likely to be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

[*Translition*]**Waiting List for Telephone Connections In Jaipur**

2106. SHRI GIRDHARI LAL BHARGAVA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of persons in the waiting list for telephone connections in Jaipur and the time by which they are likely to get telephone connections;

(b) the time by which telephone connections are likely to be provided on demand in Jaipur;

(c) the number of telephone exchanges functioning in Jaipur;

(d) the names of places where the work relating to laying of telephone cables have been in progress; and

(e) the amount likely to be spent for the execution of these works?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The waiting list as on 31st Jan, 97 is 42287. In this 8000 connections are planned to be provided during February, March, 97. The remaining waiting list is likely to be cleared during 97-98 and 98-99 progressively.

(b) The telephone connections in Jaipur are planned to be provided on demand by the end of 9th Five Year Plan.

(c) The number of telephone Exchanges functioning in Jaipur are 23.

(d) The number of places where the work relating to laying of telephone cables have been in progress are given in statement attached.

(e) The amount likely to be spent for execution of these cable works is estimated as Rs. 3.3 crore.

**Statement**

*Names of Places where the telephone cable laying work have been in progress.*

1. Moti Doongri Road
2. Brahmpuri
3. Amer
4. Durgapura
5. Mansarovar-II
6. Barkat Nagar
7. Pratap Nagar HB
8. Mansarovara I & II OFC
9. Jawahar Nagar to Tilak Nagar
10. Transport Nagar
11. VKI Area & Jhotwara
12. Shyam Nagar & Vaishali Nagar
13. Outside Wall City (Bani Park, Shastri Nagar.)

14. C-07 area (Johri Bazar)
15. Heera Bag Area
16. Jorawar Singh Gate
17. C-05 area (Sethi Colony, Jantha Colony.)

**Development of Civil Aviation Hotels and Tourism Industries**

2107. SHRI VIJAY KUMAR KHANDELWAL:

SHRI SHIVRAJ SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Ministry have formulated any action plan for the development of Civil Aviation hotels with a view to attract tourists;

(b) if so, the details of the above action plan and the amount likely to be incurred thereon; and

(c) the time by which work is likely to be initiated on the above action plan?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) (a) No, Sir.

(b) and (c) Do not arise.

[*English*]**Private Sector Telephone Exchanges**

2108. SHRI TARIQ ANWAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of private sector telephone exchanges opened in the country;

(b) whether these exchanges will cater the facilities much better than the Government run exchanges;

(c) if so, the details thereof; and

(d) if not, the reasons for opening of these private exchanges?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The Private Sector companies selected for providing basic telephone service have not yet opened any telephone exchange so far.

(b) to (d) Does not arise in view, of (a) above.

**STD/ISD Booths Functioning in Kashmir**

2109. SHRI GULAM RASOOL KAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of STD/ISD booths functioning in Kashmir, district-wise;

(b) whether a large number of applications are still pending for allotment of such new booths in the State:

- (c) if so, the details thereof, district-wise; and  
(d) the time by which these are likely to be cleared?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The number of STD/ISD booths functioning in Kashmir, district-wise is given in the Annexure.

(b) No, Sir. Only 103 applications are pending.

(c) The details of the pending applications are given in the statement enclosed.

(d) The pending list is likely to be cleared by December, 97.

#### Statement

Sl. No.	Name of the District	No. of STD/ISD booths functioning	No. of application pending
1.	Srinagar	151	71
2.	Anantnag	15	10
3.	Baramulla	28	09
4.	Pulwama	07	12
5.	Badgam	02	NIL
6.	Kupwara	03	01

[Translation]

#### Bogies of Tank Wagon Derailed on Katni-Satna Rail Section

2110. SHRI DADA BABURAO PARANJPE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that on the night of January 9, 1997 ten bogies of Tank Wagon special running from Trombay to Satna had derailed near 1130/1144 km from Madanpur Station on Katni-Satna rail section;

(b) if so, the loss suffered by the Railways due to this accident; and

(c) the measures taken by the Government to check such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir. On 9.1.97, at 02.05 hours, 11 loaded oil tanks of Satna Oil Tank Special Goods train derailed at Bhadanpur station of Katni-Satna section in Jabalpur Division of Central Railway.

(b) The loss suffered by the Railways due to this accident is Rs. 19,15,000/-.

(c) The derailment took place due to breakage of journal caused by hot box. The following measures have been taken to check such incidents:

- (i) Counselling and training to staff have been intensified.

(ii) Performance of accident prone staff is being specially monitored.

(iii) Monitoring and implementation teams of senior officers visit important establishments and Divisions in order to prevent accidents.

(iv) The safety consciousness amongst employees have been assessed by officers of all concerned Departments and corrective measures suggested from time to time.

(v) Deterrent action is being taken against defaulting staff held responsible for accidents.

[English]

#### Revenue of DOT

2111. SHRI SUKHRAM: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the revenue earned by the DOT from telephones during each of the last three years;

(b) the average income after deduction of average operational cost from a telephone in the country during the above period;

(c) whether the target fixed for installation of telephones during 1996-97 has been achieved;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The revenue earned by the DOT from Telephones during the last three years is as under:-

Year	Amount billed for (DOT) (Rs. in Crores)
1993-94	5216
1994-95	6400
1995-96	8085

(b) The average income per DEL per month for DOT after deduction of average working expense during the above period is:

Year	Rs.
1993-94	167.63
1994-95	295.72
1995-96	369.44

(c) and (d) The target for 1996-97 is likely to be achieved. The target for DOT is 19.5 lakhs telephones and the same for MTNL is 5 lakhs.



- (e) Does not arise.

### **Contract Labour System**

2112. SHRI A. SAMPATH: Will the Minister of LABOUR be pleased to state:

(a) Whether there has been complaints that some of the Depots of the Food Corporation of India were left out of the notification of the Labour officials while provision were being made for the abolishment of contract labour system;

(b) if so, the details thereof; and

(c) what action proposed to be taken to bring these depots under the purview of said notification?

THE MINISTER OF LABOUR (SHRI M. ARUNA-CHALAM): (a) to (c) The Government analysed data in respect of 988 depots of Food Corporation of India and issued notifications for abolition of contract labour in only 172 depots that evolved for this purpose.

[Translation]

### **Industry Status to Tourism**

2113. SHRI BACHI SINGH RAWAT 'BACHDA'  
SHRI DINSHA PATEL:  
SHRI RAMESHWAR PATIDAR:  
SHRI RAVINDRA KUMAR PANDEY:

Will the Minister of TOURISM be pleased to state:

(a) whether the Government have accorded the status of Industry to tourism;

(b) if so, whether any State-wise policy has been formulated in this regard;

(c) if so, the policy chalked out for the tourism industry in Uttar Pradesh and the extent to which it has been implemented during 1995-96 and 1996-97;

(d) the schemes formulated for the development of this industry during 1997-98;

(e) the details of foreign investment in the tourism sector particularly in Gujarat during the last three years;

(f) whether some State Governments have sought permission to invite foreign investments in the tourism sector; and

(g) if so, the details thereof alongwith the number of proposals of Gujarat cleared so far?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (d) 23 State Governments including Uttar Pradesh and Gujarat have declared tourism as a industry and have accordingly brought out their State Tourism Policy for the development of tourism. The implementation of the Tourism

Policy is the responsibility of the State Govt., however, the Deptt. of Tourism provide Central financial assistance to State Govt. for specific projects based on their merits, inter-se priority and availability of funds.

(e) to (g) The foreign investment approvals for hotel and tourism industry are given by the Reserve Bank of India and the Foreign Investment promotion Board of the Ministry of Industry. No foreign investment proposals have been approved for the State of Gujarat.

### **Foreign Exchange Earned by Hotels of ITDC**

2114. SHRIMATI SHEELA GAUTAM: Will the Minister of TOURISM be pleased to state:

(a) the amount of foreign exchange earned by the various hotels of India Tourism Development Corporation during the current year till date;

(b) whether these hotels are not receiving direct business from the Commonwealth Nations directly and they are being offered huge concessions in the charges by various travel agencies; and

(c) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) During the current year (1996-97) ITDC hotels earned direct foreign exchange of Rs. 12.39 crores upto Jan 97.

(b) and (c) ITDC hotels mostly receive business from foreign countries including Commonwealth Nations through Indian tour operators as ITDC do not have its offices abroad. However, ITDC also receive some component of its foreign business directly. Discounts/concessions for such business are offered depending upon market forces volume of business, seasonality, competition etc.

[English]

### **Appratus by MTNL**

2115. SHRI JANG BAHADUR SINGH PATEL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the telephone appratus supplied by MTNL to their subscribers become unserviceable soon;

(b) if so, the brands of telephone appratus purchased by the MTNL and how many of them became unserviceable since their purchase and after how much period;

(c) whether in the event of the appratus becoming unserviceable, the subscribers are provided a repaired appratus which also goes unserviceable thereby causing harassment to them;

(d) if so, is there any proposal to enquire into the matter of purchase of sub-standard or poor quality telephone appratus and not changing the defective appratus with a new one; and

(e) the number of letters received by the Government from the M.Ps. in this regard and the action taken thereon?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) No, Sir.

(b) Question does not arise in view of (a) above.

(c) The apparatus are replaced by a new one or repaired one depending upon the condition of the instrument and availability in the store. Even the repaired instruments are checked for functional quality and only then these are sent for replacement.

(d) No, Sir. The instruments are purchased as per specifications approved by TEC, duly tested by Quality Assurance Group, Bangalore.

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

#### Over Booking of Passengers by Air India

2116. SHRI G.A. CHARAN REDDY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Air India off-loaded about 190 passengers in the International flights in the first half of January, 1996;

(b) if so, the details thereof;

(c) whether there is any norm or ceiling on over-booking and whether the ceiling has been exceeded;

(d) whether Air India propose to offer alternative schemes to the over-booked passengers well in advance like giving 50% concessions to those who postpone their journeys by a week or so;

(e) if not, the reasons therefor; and

(f) the steps/measures being taken by Air India to avoid such unpleasant situation causing harassment and loss to the passengers?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) and (b) Air India off-loaded 433 passengers on their flights ex-India during the period 1st January to 15th January, 1996.

(c) Yes, Sir. Overbooking profiles are maintained for each route by Air India. However, occasionally the ceiling on over booking is exceeded to accommodate compassionate cases, commercially important cases etc.

(d) and (e) At present, there is no such proposal. However, Air India provides hotel accommodation with meals till alternative arrangements are made to put the passenger on the first available flight.

(f) Air India constantly monitors and changes overbooking profiles on the basis of experienced loads to minimise off-loadings.

[Translation]

#### Satellite Money Order Service

2117. SHRI LALIT ORAON:  
SHRI RAVINDRA KUMAR PANDEY:  
SHRI HARIN PATHAK:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to link every State and district in the country with Satellite Money Order Service;

(b) if so, the details thereof, State Wise; and

(c) the names of the cities in the country which have been linked with Satellite Money Order Service, State-wise?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) No, Sir.

(b) Does not arise, in view of reply at (a).

(c) The Department has installed VSATs in 73 locations in the country. These 73 locations are given in the statement attached.

#### Statement

*List of locations where VSATs have been installed  
(Status as on 30.11.1996)*

Sl. No.	Circle/State/UT	Town/Cities/District Hqs
1.	Assam	1. Silchar 2. Tezpur 3. Dibrugarh 4. Guwahati
2.	Andhra Pradesh	1. Vijayawada 2. Vishakhapatnam 3. Kurnool 4. Hyderabad 5. Tirupati
3.	Bihar	1. Muzaffarpur 2. Patna 3. Darbhanga 4. Gaya 5. Purnia 6. Ranchi
4.	Delhi	1. Delhi (Ashok Vihar HO) 2. New Delhi GPO
5.	Gujarat	1. Rajkot 2. Baroda 3. Surat 4. Ahmedabad

Sl. No.	Circle/State/UT	Town/Cities/District Hq.s
6.	Haryana	1. Ambala 2. Rohtak
7.	Himachal Pradesh	1. Mandi 2. Kangra 3. Shimla
8.	Jammu & Kashmir	1. Jammu
9.	Karnataka	1. Mysore 2. Hubli 3. Gulbarga 4. Mangalore 5. Bangalore
10.	Kerala	1. Calicut 2. Trivandrum 3. Kavaratty (Lakshadweep) 4. Ernakulam
11.	Madhya Pradesh	1. Raipur 2. Jabalpur 3. Indore 4. Gwalior 5. Bhopal
12.	Maharashtra	1. Pune 2. Dadar HO (Bombay) 3. Nagpur 4. Bombay GPO 5. Aurangabad 6. Panaji
13.	North East	1. Aizawl 2. Kohima 3. Shillong 4. Agartala
14.	Orissa	1. Sambalpur 2. Berhampur 3. Bhubaneswar
15.	Punjab	1. Jullandhar 2. Ludhiana
16.	Rajasthan	1. Jodhpur 2. Udaipur 3. Ajmer 4. Jaipur
17.	Tamil Nadu	1. Madurai 2. Tiruchi

Sl. No.	Circle/State/UT	Town/Cities/District Hq.s
		3. Coimbatore 4. Madras
18.	U.P.	1. Kanpur 2. Varanasi 3. Allahabad 4. Lucknow 5. Bareilly 6. Saharanpur
19.	West Bengal	1. Siliguri 2. Asansol 3. Calcutta

[English]

#### Mid Air Collision

2118. SHRI KRISHAN LAL SHARMA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that a number of mishaps of mid-air collisions have been averted in the country during 1995 and 1996;

(b) if so, details thereof; and

(c) the preventive measures proposed to be adopted in this regard?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) Apart from the mid-air collision between Saudi Arabian Boeing-747 and Khazakhstan IL-76 aircraft over Charki Dadri on 12th November, 1996, there has not been any other instance of near mid-air collision during 1995 and 1996.

(b) Does not arise.

(c) Safety steps such as safety audit of operators, implementation of recommendations emanating from investigation of aircraft accidents and hazardous incidents, monitoring of flight recorders, issuance of Civil Aviation Requirements, conducting safety seminars/meetings, inspection of aerodromes, constant training and monitoring of ATC officers etc. are continuously taken to avoid occurrence of air mishaps.

#### Airport In Cannanore In Kerala

2119. SHRI T. GOVINDAN:  
SHRI MULLAPPALLY RAMACHANDRAN:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) the progress made so far with regard to setting up of the airport at Cannanore in Kerala;

(b) the estimated cost of the above project, the allocation made therefor and the expenditure incurred thereon so far; and

(c) the time by which the above airport is likely to be commissioned?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) and (b) Airports Authority of India (AAI) and the State Government Authorities have carried out preliminary site inspection of various sites near Cannanore for construction of an airport.

(c) This project, at present, is at preliminary stage and no definite time schedule, for the commissioning of the airport can be indicated.

#### **Shortage of Trains and Coaches**

2120. SHRI V.M. SUDHEERAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware of the difficulties expressed by the passengers of Kayamkulam, Alleppey and Ernakulam sector due to the shortage of passenger trains and coaches;

(b) if so, the details thereof;

(c) whether the Government propose to introduce more passenger trains in this sector and to attach more coaches in the existing passenger trains; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Some representations have been received about shortage of coaches and for additional train services in Ernakulam-Alleppey-Kayankulam section.

(c) and (d) Provision of better travel facilities, including additional train services and augmenting the load of existing trains is an ongoing process on Indian Railways subject to availability of resources, operational feasibility and traffic justification. During 1997-98, it has been decided to extend 6315/6316 Howrah/Cochin (weekly) Express upto Trivandrum via Alleppey and Kayankulam.

#### **Running of EMU Trains**

2121. DR. ASIM BALA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware of the fact that with minimum investment it would be possible to run EMU Trains from Krishnanagar/Ranaghat/Kalyani to Bandel/Howrah/Bardhaman by using the existing curve line which are lying un-utilised of Naihati Railway Station;

(b) if so, whether the Government are considering for conducting survey to make use of this un-utilised railway line thereby establish direct rail service between the above mentioned places;

(c) if so, the details thereof;

(d) whether it is also a fact that it will give relief to thousands of passengers as well as reduce the pressure on the junction stations;

(e) if so, the steps to be taken by the Government in this regard; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) The curve line near Naihati has been dismantled.

(b) and (c) Do not arise.

(d) to (f) Direct EMU services are available between Krishnanagar/Ranaghat/Kalyani to Sealdah. Separate EMU trains are available on Naihati-Bandel section and between Bardhaman-Bandel and Bandel-Howrah.

#### **Circular Railway between Princep Ghat and Majerhat**

2122. SHRI TARIT BARAN TOPDAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government has taken any decision to complete the missing link between Princep Ghat and Majerhat section of Circular Railway, Calcutta;

(b) if so, whether the Government are considering for electrification and doubling of this section to reduce pressure on major railway stations of Calcutta Suburban;

(c) if so, when and the details thereof; and

(d) if not, the reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (d) The entire 13.5 km non-electrified single line project from Dum Dum Jn. to Princepghat has been commissioned in stages for traffic by 17.6.90 except the part from Princepghat to Majerhat. Fresh Techno-economic survey for single line from Princepghat to Majerhat has been taken up by Eastern Railway. A study for doubling and electrification of Dum Dum to Princep Ghat section has been carried by M/s. RITES for West Bengal Government.

#### **Development of Kerala Telecom**

2123. SHRI P.C. THOMAS: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the amount earmarked for development of telecom for Kerala this year;

(b) the corresponding amounts during the past three years;

(c) whether Kerala circle has completed development works as targeted;

(d) if so, the details of the amount spent for telecom development in Kerala this year and for each of the previous three years; and

(e) the number of new phone connections given in Kerala during each of the last three years?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA) : (a) Rs. 508 crores has been earmarked upto RE stage for development of telecom in Kerala during 1996-97.

(b) The amount allotted for development of telecom in Kerala during last three years is as under:-

Year	Amount (Rs. Crores)
1993-94	271.00
1994-95	310.00
1995-96	636.00

(c) Out of the target of 2,28,000 DELs for 1996-97, the circle has provided 1,06,094 DELs upto 31.01.1997.

(d) Rs. 388.22 crores have been spent for development of telecom upto January, 1997 in the current year. The figures of last three years are as under:-

Year	Amount (Rs. Crores)
1993-94	292.58
1994-95	328.86
1995-96	630.26

(e) The number of new telephone connections given in Kerala during the last three years are as under :-

Year	New connections given
1993-94	58,936
1994-95	90,460
1995-96	1,54,033

#### **Railway Line from Bargachia to Munshirhat**

2124. SHRI HANNAN MOLLAH: Will the Minister of RAILWAYS be pleased to state:

(a) the progress of the construction of railway line from Bargachia to Munshirhat of Howrah-Amra section of South Eastern Railway;

(b) whether the Government are considering to increase the frequency of train services between Howrah and Bargachia;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Out of 8 Km. line, the land available is for only 5 Km. Earth-work in this

stretch with two minor bridges has already been completed. Work is in progress on remaining 10 minor bridges and the tender for major bridge is under process. The work would be completed in 1997-98 if land is made available by State Government.

(b) There is no such proposal at present.

(e) Does not arise.

(d) Operational and Resource constraints.

#### **National Aluminium Company Limited**

2125. SHRI SANAT KUMAR MANDAL: Will the Minister of MINES be pleased to state:

(a) whether the Government have asked the National Aluminium Company Limited to chalk out a strategy to increase exports and reduce its inventory position;

(b) if so, the details thereof;

(c) the reasons for the alarming inventory build-up by the National Aluminium Company Limited;

(d) its impact on NALCO's exports; and

(e) the other measures being taken by the Government to improve the financial and technical working of NALCO?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (e) National Aluminium Company Limited (NALCO) is a Memorandum of Understanding (MOU) signing Company. The Company's performance is reviewed at the level of Government periodically. The Company takes various commercial decisions from time to time including about the exports keeping in view its best commercial interest. The Company had earned highest ever profit during the year 1995-96. NALCO has got state-of-the-art technology for production of aluminium. Selling price of aluminium is linked with London Metal Exchange (LME) prices. The LME prices had shown down-ward trend during the year 1996 and it had affected all the primary producers of aluminium. Resultantly all primary producers of aluminium faced a situation of higher inventory. Besides, in case of NALCO, Truck Association of Angul had gone on strike during August, 1996.

#### **Railway Projects of New Mumbai**

2126. SHRIMATI JAYAWANTI NAVIN CHANDRA MEHTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the number of Railway Projects pertaining to new Mumbai are awaiting clearance;

(b) if so, the details thereof and the reasons for their pendency; and

(c) the time by which these projects are likely to be cleared and implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (c) At present there is no proposal which is pending for clearance pertaining to New Mumbai.

#### **Derailments of Trains In Southern Railway**

2127. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware of the frequent derailments of passenger and goods trains in the Southern Railway especially in the Palghat and Trivandrum Division;

(b) if so, the numbers of such derailments and the losses suffered due to such accidents; and

(c) the steps being taken to prevent the recurrence of such accidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) There were 19 derailments on Southern Railway, including 7 on Palghat and 3 on Trivandrum Division's during the period April 1996 to January 1997 as compared to 24, including 6 on Palghat and 4 on Trivandrum Divisions, during the corresponding period of last year. The cost of damage to railway property on account of accidents during the current year was Rs. 5.89 crores approximately.

(c) Some of the steps being taken to improve safety and bring down the number of accidents are as under:-

- (i) Track maintenance on important routes is being done by the "On Track Tie Tamperers".
- (ii) For detection of hidden flaws in the rails not visible to the naked eye, ultrasonic flaw detectors have been deployed. In the critical sections, this testing of rails and welds is being done at more frequent intervals.
- (iii) Carriage and Wagon examination of rolling stock has been strengthened and rationalised.
- (iv) Pre-monsoon precautions are taken clear up all side and catch water drains.
- (v) The performance of the staff is constantly monitored by frequent inspections, including those at night.

#### **STD/ISD/PCO In West Bengal**

2128. PROF. JITENDRA NATH DAS: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of STD/ISD/PCO booths working in West Bengal as on 31.12.1996, district-wise;

(b) the number of applications for allotment of such booths pending as on 31.12.1996 in the State, district-wise;

(c) the time by which it is likely to be cleared;

(d) whether the allotment is made strictly on eligibility;

(e) if so, the details thereof;

(f) whether Co-operatives and women are eligible to get preference; and

(g) if not, whether the Government are considering to include these two categories in the preference list?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) to (g) The information is being collected and will be laid on the Table of the House as soon as possible.

#### **Running of Trains from Guwahati/Dimapur to Different Directions**

2129. SHRI UDDHAB BARMAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have since taken any decision to run train services from Guwahati/Dimapur to different directions of the country;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (c) With the conversion of Dimapur-Dibrugarh Town section into broad Gauge, it has been decided to extend 2423/2424 New Delhi-Gauwahati Rajdhani Express to Dibrugarh Town on a weekly basis in addition to extension of 4055/4056 Delhi-Dimapur Brahmaputra Mail and 5659/5660 Howrah-Guwahati Kamrup Express to Dibrugarh Town/Tinsukia providing direct services from Tinsukia/Dibrugarh Town via Dimpur to Delhi and Calcutta. Further, Guwahati is already connected to various parts of the country including Jammu Tawi, Mumbai, Trivandrum and Bangalore by direct trains.

#### **Transportation of Goods**

2130. SHRI BAJU BAN RIYAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware of the fact that due to irregular supply of Metre Gauge wagons, transportation of the commodities from Assam to Tripura is being hampered several times resulting in rise in prices of essential commodities in Tripura; and

(b) if so, the steps proposed to be taken to supply adequate number of metre gauge wagons for transportation of goods from Assam to Tripura?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) The transportation from Assam to Tripura by rail is often affected due to peculiar law and order problem, agitation, bandhs, accidents, land slides, etc. in the North Eastern Region. In spite of these factors, railways have maintained steady supply of essential commodities to Tripura. The movement is closely monitored at various levels for this purpose.

**Development of Bandel as Terminal Station**

2131. SHRI MEHBOOB ZAHEDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are considering for the development of Bandel as terminal station to operate EMU services for different directions;

(b) whether any steps taken/proposed to be taken in this regard;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Bandel is already a terminal station and EMU services are originating and terminating at this station for different directions.

(b) to (d) Do not arise.

**Attachment of AC Sleeper Coach to Purshottam Express**

2132. SHRI BHAKTA CHARAN DAS: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that out of two A.C. Sleeper coaches of Puri-New Delhi Express one has been taken out and attached to Purshottam Express;

(b) if so, the reasons therefor;

(c) whether the Government have received any requests from Orissa to restore the two A.C. Sleeper coaches in this Train; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Yes, Sir. This was done as Purshottam Express is a more popular train. Besides, Puri-New Delhi Express was provided additional second class sleeper in lieu thereof.

(c) Yes, Sir.

(d) Provision of another A.C. 2 Tier coach on Puri-New Delhi Express is not feasible as a second sleeper coach will have to be withdrawn.

**Opening of Railway Level Crossing Near Ball Vidyapith Higher Secondary School**

2133. DR. PRABIN CHANDRA SARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any demand from the local people of Tihu for opening a Railway level crossing near Ball Vidyapith Higher Secondary School in Between Tihu and Kaithalkuehi Railway stations; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) Does not arise.

**Establishment of Car Shed**

2134. SHRI BALAI CHANDRA RAY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of car-sheds established so far for maintenance of EMU rakes in Howrah, Sealdah and Kharagpur Divisions;

(b) the capacity of each car-shed;

(c) whether there is any plan to increase their capacity;

(d) if so, the details thereof;

(e) whether the Government have since taken any decision to set up a car-shed at Bardhaman; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) The number of car sheds so far established for maintenance of EMU rakes are as under:-

Name of Division	No. of Car sheds
Howrah	2 Nos.
Sealdah	3 Nos.
Kharagpur	2 Nos.

(b) The capacity of each car shed is as under:-

Name of Car shed	Capacity No. of Rakes
(i) Howrah	22
(ii) Bandel	18
(iii) Narkeldanga	17
(iv) Sonarpur	21
(v) Barasat	28
(vi) Tikiapara	22.5
(vii) Panskura	9.5

(c) No, Sir.

(d) Does not arise.

(e) No, Sir.

(f) Due to adequate capacity for maintenance of EMU rakes and operational constraints, it is not necessary to set up a car shed at Bardhaman.

**Creation of Additional Zones**

2135. SHRI SULTAN SALAHUDDIN OWAISI: Will the Minister of RAILWAYS be pleased to state:

- (a) whether he has introduced six additional zones to tone up administration of railways;
- (b) if so, whether five of the existing zones remain headless;
- (c) whether the zones do not have a regular General Manager;
- (d) if so, the reasons for delay in opening these zones;
- (e) whether this has caused great hinderence in meeting the earnings of the railways; and
- (f) the time by which the Government propose to appoint heads on these zones?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) to (f) Officers-on-Special-Duty in General Managers' grade have already been posted in the six new zones.

(d) Does not arise.

(e) No, Sir.

**Installation of Automatic Coffee/Tea Machines**

2136. SHRI ANIL BASU: Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that a decision was taken to install automatic coffee/tea machines in vending stalls at Howrah Railway station;
- (b) if so, the reasons for the delay to install such machine there; and
- (c) the steps taken by the Government to install such machines at Howrah vending stalls immediately?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) and (c) Do not arise.

**Holiday Special Train**

2137. DR. T. SUBBARAMI REDDY: Will the Minister of RAILWAYS be pleased to state:

- (a) whether in the month of December 1996, new train between Tirupati and Chennai was started as a Holiday Special Train for the months of December-January;
- (b) if so, whether the Government propose to extend this new train further;
- (c) if so, whether the turn-out of the passengers have been much more than the expectation; and

(d) if so, the time by which the final decision for its continuance is likely to be taken?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) to (d) It has been decided to introduce a regular service between Chennai and Tirupati.

**North West Airlines Service to United States**

2138. SHRI AJOY MUKHOPADHYAY: Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether the North west Airlines propose to inaugurate its service from India to the United States via Amsterdam very soon;
- (b) whether the Government are considering to approach the said Airlines to operate or to touch Calcutta on its flight from Delhi/Mumbai to Amsterdam;
- (c) if so, the details thereof; and
- (d) if not, the reasons for not offering foreign airlines to operate or touch Calcutta as one of operational point from India?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) North West Airlines have approached the Director General of Civil Aviation for permission to operate to India via Amsterdam effective from June, 97.

(b) to (d) Calcutta is already available to the US carriers as a point of call. Actual operation is left to the Commercial judgement of the airline.

**Decline of Sale**

2139. SHRI HARADHAN ROY: Will the Minister of RAILWAYS be pleased to state:

- (a) the reasons for proportionate decline of sale from November, 1996 of Eastern Railway Catering Unit, Howrah North Wing Vending Stall compare to the previous year;
- (b) whether the Government are considering to issue instructions to the DRM, Howrah and the Commercial Department of Eastern Railway to discuss the matter with the venders as well as with the staff of North wing Howrah Vending Stall to increase the proportionate sale;
- (c) if so, the details thereof, and
- (d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) There is no decline in the sales.

(b) to (d) Do not arise.



### **Comprehensive Policy for Promotion of Investment In Hotel Industry**

2140. SHRI SANDIPAN THORAT: Will the Minister of TOURISM be pleased to state:

(a) whether the Government have drawn out a comprehensive policy providing wide ranging financial and fiscal incentives for promotion of investment in hotel industry including substantial relief in interest and capital subsidies for promotion of tourism;

(b) if so, the details of existing fiscal and financial incentives under various schemes for promotion of tourism and new package of incentives proposed;

(c) the details of major thrust areas identified for promotion of tourism and action plan worked out for implementation during the current year; and

(d) the details of projects proposed by the Government of Maharashtra for approval of the Union Government?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) and (b) Yes, Sir. For the promotion of investment in hotel industry, a number of financial and fiscal incentives are available which include interest subsidy for specified hotel categories, import of project/capital equipment/raw materials etc. A number of tax concessions are also available under various Sections of the Income Tax Act etc.

The new package of incentives recently announced by the Finance Minister include further reduction in the import duties for equipment and other items required by the hotel industry and also the concessions for construction of new hotels at specified centres in the country.

(c) Development and promotion of tourism infrastructure is primarily the responsibility of the State Governments. The Action Plan worked out by the Department of Tourism has identified Circuits and destinations for intensive development in association with the State Governments/Private Sector.

(d) Details of projects prioritised for Central Financial assistance for Maharashtra for the year 1996-97 are as under:-

- (1) Tourist Complex at Kunkeshwar
- (2) Tourist complex-cum-crafts centre at Village Pinguli.
- (3) Guest House-cum-Water Sports at Lake Dhampur.
- (4) Konkani House at: (a) Harihareshwar, District, Raigad. (b) Gahapatipule, District, Ratnagiri.
- (5) Upgradation of toilets at Hotel Shirdi.
- (6) Upgradation of Hill Resort, Aurangabad.

### **Doubling of Railway Line between Kollam and Trivandrum**

2141. SHRI N.K. PREMCHANDRAN: Will the Minister of RAILWAYS be pleased to state:

(a) the present stage of doubling the Railway line between Kollam and Trivandrum;

(b) the time by which it is likely to be completed;

(c) whether certain trains which conclude their journey at Ernakulam and Alappuzha are likely to be extended to Kollam considering the fact that the doubling in between Kollam and Kayamkulam has already been completed;

(d) if so, trains which are likely to be extended up to Quilon; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Work is making good progress. Trivandrum-Kochuvelli is expected to be completed by April '97. Further progress will be possible after State Government makes available the land.

(c) It has been decided to extend 6315/6316 Howrah-Cochin Express up to Trivandrum via Alleppey-Quilon. There is, however, no such proposal at present to extend trains upto Quilon.

(d) Does not arise.

(e) Due to resource and operational constraints, including terminal/maintenance constraints at Quilon.

### **Opening of Post Offices in North Mumbai**

2142. SHRI RAM NAIK: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Ministry have identified the areas in the suburbs of North Mumbai where opening of new post office is necessary;

(b) if so, the time bound programme drawn up to acquire accommodation to start new post offices there; and

(c) the difficulties experienced by the Department in acquiring new premises?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes, Sir.

(b) and (c) Continued efforts are made to locate suitable accommodation for housing newly sanctioned Post Offices. Accommodation is however, not readily available and there has been no response from the local authorities on the subject.

### **Compensation Paid to Victims or Their Families**

2143. SHRI SATYAJITSINH DALIPSINGH GAEKWAD: Will the Minister of RAILWAYS be pleased to state the compensation paid to the victims or their families due to accidents on unmanned level crossings during each of the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): No compensation has been paid to the dependents of dead or injured persons

who were involved in unmanned level crossings accidents during the last three years' as such accidents happen due to carelessness of road users.

#### **Complaints for Faulty Telephones**

2144. SHRI AMAR ROY PRADHAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) number of complaints received for faulty telephone by MTNL in Metropolitan cities for the last three years;

(b) the nature of complaints and the average time taken to attend them; and

(c) the nature and number of complaints which could not be repaired even in a period of 48 hours alongwith the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Details of complaints received for faulty telephones for the last three years in MTNL Delhi & Mumbai are given in the attached Statement - I.

(b) Different kind of complaints which generally reported are;

- (i) Telephone Noisy/Dead
- (ii) Dial Faulty
- (iii) No speech or one way speech
- (iv) No ring on incoming call etc.

The above mentioned complaints are attributed to faults at MDF/Indoor, External lines/drop wire, internal fittings and under ground cables. At present in MTNL Delhi and Mumbai 75% & 71% of the faults are rectified within prescribed limit of 48 hours.

(c) The faults which are delayed beyond 48 hours are mainly due to cable breakdowns & cable thefts etc. Details of such complaints are given in Statement-II attached.

#### **Statement-I**

*No. of complaints regarding faulty telephones during last three years in MTNL Delhi and Mumbai.*

Year	No. of complaints		Complaints/100 Stations /Month	
	Delhi	Mumbai	Delhi	Mumbai
1993-94	2828596	3532025	25.60	26.6
1994-95	3152835	3868916	26.30	25.8
1995-96	3351528	3455438	23.98	19.8

#### **Statement-II**

*No. of complaints which could not be repaired in a period of 48 hours in MTNL, Delhi and Mumbai.*

Year	Delhi	Mumbai
1993-94	707149	1024287
1994-95	788209	1121986
1995-96	837882	1002077

#### **Catering System**

2145. SHRI SUSHIL CHANDRA: Will the Minister of RAILWAYS be pleased to state:

(a) the policy of the Government in regard to catering system of Railways for passengers;

(b) whether this arrangement made by Railway Administration executed through contract;

(c) the details of present system in this regard at Bhopal and Itarsi Railway stations of Central Railway;

(d) whether the vendors at these stations have been agitating these days demanding that catering arrangements should be directly handed over to not through contractors; and

(e) if so, the decision taken by the Railway Administration on the demands of the vendors?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) The Catering Policy provides for management of catering services both by Departmental Units as well as by Licensees. New services are offered to private licensees on merits, by inviting applications.

(c) At Bhopal, the catering services are provided through private licensees only and at Itarsi these are provided departmentally as well as through licensees.

(d) and (e) Yes, Sir, but the demand is not covered by the extant policy.

#### **Closure of Unmanned Level Crossings in Gujarat**

2146. SHRI MANIBHAI RAMJIBHAI CHAUDHARI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the closure of unmanned level crossings in Gujarat may create problems for local people;

(b) if so, whether the Government propose to appoint chowkidars at such unmanned level crossings;

(c) if so, the time by which the unmanned level crossings are likely to be converted into man level crossings; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) Does not arise.

(c) Does not arise.

(d) Only two level Crossings where traffic is nil are proposed to be linked to the existing nearby Level Crossings, with the approval of State Govt. of Gujarat.

#### F.M. Transmitter Kodaikanal

2147. SHRI A.G.S. RAMBABU: Will the Minister of INFORMATION AND BROADCASTING be pleased to refer to the reply given to Unstarred Question No. 2008 on December 5, 1996 regarding FM transmitter, Kodaikanal and state:

(a) whether the proposed 10 KW FM transmitter, Kodaikanal is behind schedule;

(b) if so, the reasons therefor;

(c) the progress made in this regard so far; and

(d) the time by which it is likely to be commissioned?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTINGS (SHRI C.M. IBRAHIM): (a) to (d) The 10 KW FM Transmitter at Kodaikanal is technically ready and the work on the installation of MP studio is in progress. The radio station with 10 KW FM Transmitter, MP Studio and receiving facility at Kodaikanal is expected to be technically ready by June, 1997. The slight delay in completion of studios can be attributed to heavy rains and shortage of labour. The commissioning would depend upon availability of staff sanction and power supply which is yet to be put through by the State Electricity Board.

[Translation]

#### P&T and STD Facility to Rural Panchayats in M.P.

2148. SHRI BUDHSEN PATEL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of rural Panchayats in Madhya Pradesh where Postal and telegraph facilities have been provided so far;

(b) the number of post and telegraph offices opened during 1996-97;

(c) the time fixed to provide the said facilities in each rural Panchayat;

(d) the number of post offices with STD facilities in each rural Panchayat;

(e) whether there is any time bound scheme for providing STD facility in every Panchayat post offices;

(f) if so, the details thereof, district-wise; and

(g) if not, the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The number of rural Panchayats in Madhya Pradesh where Post and Telegraph facility has been provided is 10,037 and 543 respectively, so far. All villages in the country are, however, provided the facility of daily delivery of mail through Extra-departmental Agents and all those villages which have a population of 500 or above are provided the facility of clearance of letter boxes.

(b) 4 Extra Departmental Branch Post Offices have been opened during 1996-97 so far in Madhya Pradesh.

No telegraph office has been opened during 1996-97.

(c) Targets for opening of post offices are allocated under Annual Plan Schemes on year to year basis subject to availability of resources. Preference is given to Gram Panchayat Headquarter villages subject to fulfilment of norms.

Telegraph facilities are provided on demand and based on volume of traffic. Hence to time frame can be fixed.

(d) There is no Post Office with STD facility in rural Panchayats in Madhya Pradesh.

(e) to (g) There is no such scheme for providing STD facility in every Panchayat Post Offices.

#### Raids Conducted by R.P.F.

2149. SHRI JAYSINH CHAUHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the number of raids conducted by the Railway Protection Force in trains to check the unauthorised transportation of coal during the last two years;

(b) the number of persons arrested/prosecuted in this regard;

(c) whether the officers of the administration have also been found guilty in this regard; and

(d) if so, the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) total number of raids conducted and persons arrested/prosecuted by the R.P.F. in trains to check the unauthorised transportation of coal during the last two years i.e. 1995 and 1996 are as under:-

Year	No. of raids conducted by RPF	Persons arrested/prosecuted
1995	477	39
1996	481	95

(c) No, Sir.

(d) Does not arise.

**Cellular Phones Tapping**

2150. SHRI NAWAL KISHORE RAI:  
SHRI TARIQ ANWAR:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the attention of the Government have been drawn to the news item captioned "Listening post planned to tap cellular phones" appearing in the Hindustan Times dated February 8, 1997;

(b) if so, the facts thereof, metro-city-wise;

(c) the number of cases noticed by the Government during 1996 and 1997 so far, metro-wise;

(d) whether it is a part of the agreement with private operators;

(e) if so, the details thereof; and

(f) whether it is against the Supreme Court verdict?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) to (c) Yes, Sir. However, there is no system of tapping cellular telephones at present nor is there any proposal to do so in Delhi Police.

(d) and (e) The cellular service being provided by the companies who have been granted licences for the same, is governed by the Indian Telegraph Act, 1885. As per the provision in Section 5 (2) of the Act, the licensee is required to provide necessary facilities to the designated authorities of Central/State Governments for interception of messages passing through his network.

Section 5(2) of the Indian Telegraph Act, 1885 reads as under:

"On the occurrence of any public emergency or in the interest of public safety, the Central Govt. or a State Government or any officer specially authorised in their behalf by the Central Govt. or a State Govt. may, if satisfied that it is necessary or expedient to do so in the interests of the sovereignty and integrity of India, the security of the State, friendly relations with foreign States or public order or for preventing incitement to the commission of an offense for reasons to be recorded by the order, direct that any message or class of messages to or from any person or class of persons or relating to any particular subject, brought for transmission by or transmitted or received by any telegraph, shall not be transmitted or shall be intercepted or detained or shall be disclosed to the Government making the order or an officer thereof mentioned on the order; provided that press messages intended to be published in India of correspondents accredited to the Central Government or a State Government shall not be intercepted or detained, unless their transmission has been prohibited under this sub-section."

(f) The Supreme Court in the matter of Writ Petition (Civil) No. 256 of 1991 vide its order dated 18.12.1996

has directed that while exercising powers under Section 5(2) of the Indian Telegraph Act, 1885, in intercepting messages which include telephones/cellular telephones, certain procedural safeguards as enunciated by the Hon'ble Court shall be followed by the Government. While issuing any order for undertaking surveillance of telephones including cellular telephones under Section 5(2) of the said Act, the directions of the Supreme Court contained in its judgement dated 18.12.96 are kept in view and as such, it is not against the verdict of the Supreme Court.

**Accidents In Industrial Establishments**

2151. SHRI DATTA MEGHE: Will the Minister of LABOUR be pleased to state:

(a) the number of accidents in industrial establishments of Maharashtra during the last three years;

(b) whether the Government have issued instructions for providing adequate security and prevention of such accidents in future in these industrial establishments;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

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

**Conversion of LPT Into HPT**

2152. SHRI KASHI RAM RANA:  
SHRI SANAT MEHTA:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government propose to convert Low Power Transmitters into High Power Transmitters in Gujarat;

(b) if so, the details thereof, location-wise;

(c) whether the construction work at new site selected for High Power Transmitter, Dwarka in Gujarat has since been started;

(d) if so, the details thereof;

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

(f) the time by which the above work is likely to be completed?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) and (b) The existing Low Power TV transmitters (LPTs) at Bhavnagar, Surat, Vadodara and Junagarh in Gujarat are envisaged to be replaced by High Power TV transmitters (HPTs) subject to availability of resources and other infrastructural facilities.

(c) No, Sir.

(d) Does not arise.

(e) The scheme is yet to be sanctioned by the competent authority.

(f) The normal lead time involved in implementation of a project of this magnitude is about 3-4 years after approval of the scheme by the competent authority.

[English]

#### **Development of Sabrimala**

2153. PROF. P.J. KURIEN: Will the Minister of TOURISM be pleased to state:

(a) whether the Government of Kerala has submitted any proposal for the development of Sabrimala and for providing adequate facilities to the millions of pilgrims visiting the place every year; and

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

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) and (b) Government of Kerala has not submitted any proposal for Development of Sabrimala to the Department of Tourism for central financial assistance.

#### **Late Running of 3009 Howrah-Dehradun Express**

2154. SHRI SANTOSH KUMAR GANGWAR: Will the Minister of RAILWAYS be pleased to state:

(a) whether 3009 Howrah-Dehradun Express is regularly running late for the last one year; and

(b) if so, the steps taken by the Government to run this train in time?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) The punctuality of 3009 UP Howrah-Dehradun Express has not been satisfactory due to certain reasons like accidents, agitations/bandhs, alarm-chainpulling, miscreant activities, equipment failures, law and order situation etc.

(b) All efforts including intensive chasing and daily monitoring at different levels are being undertaken regularly. In addition, punctuality drives are also being launched.

[Translation]

#### **Installation of Phone of Transfer**

2155. PROF. RITA VERMA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether telephone connections transferred from Delhi to Sahibabad area of Ghaziabad telecom district are not installed in time as per the norms prescribed by the Government;

(b) if so, the reasons therefor;

(c) the number of subscribers who have deposited the amount of demand note in Rajendra Nagar area of the above telecom district; and

(d) the steps taken by the Government for early installation of telephone connections there?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) and (b) Sir, Shifting of telephone connections from Delhi to Sahibabad area (level 62) of Ghaziabad Telecom District is normally carried out as per prescribed norms i.e. within one month after the issue of OB, wherever the area is technically feasible.

(c) In Rajindra Nagar area (level 63), 32 cases are pending for implementing shifts due to paucity of telephone exchange capacity telephone exchange being 'frozen'.

(d) Expansion of the Rajindra Nagar Telephone Exchange (level 63) has been planned and necessary estimate has been sanctioned.

[English]

#### **Computerised Post Offices**

2156. SHRI N.S.V. CHITTHAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of Computerised Post Offices working in the country, State-wise;

(b) whether the Government propose to open more Computerised Post Offices during 1997-98;

(c) if so, the details thereof, State-wise;

(d) whether the Government have allocated special funds for this project;

(e) if so, the details thereof; and

(f) the criteria to open computerised Post Offices in the country?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) There are 885 Post Offices in the country where the counter services have been computerised with the help of PC-based counter machines. Statewise list of these Post Offices is given in the statement enclosed.

(b) and (c) The programme of computerising counter services with multi-purpose counter machines is being implemented under the Annual Plans of the Department, already approved till 1996-97. The detailed programme of the Annual Plan 1997-98 is yet to be finalised.

(d) and (e) The programme of computerising counter services is being implemented under the Annual Plan Scheme of "In-house Computerisation." During the 8th Five Year Plan period Rs. 19.90 Crores have been provided for this purpose.

(f) The computerisation of counter services with multi purpose counter machines is initially intended to cover important selected post offices having adequate traffic and customer patronage where such machines can perceptively improve customer satisfaction through more responsive and efficient services.

**Statement**

*State-wise list of computerised Post Offices  
as on 3.3.1997.*

Name of the State	No. of Post Offices with computerised counters
1	2
Andhra Pradesh	59
Assam	26
Bihar	37
Delhi	63
Gujarat	79
Haryana	21
Himachal Pradesh	30
Jammu & Kashmir	07
Karnataka	69
Kerala	75
Madhya Pradesh	36
Maharashtra	101
North East	10
Orissa	30
Punjab	31
Rajasthan	42
Tamil Nadu	84
Uttar Pradesh	62
West Bengal	23
Total	885

**Introduction of Train between  
Kanniyakumari and J&K**

2157. SHRI K. PARASURAMAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to introduce an Express train between Kanniyakumari and Jammu and Kashmir via Madurai-Chennai-Delhi-Chandigarh-Ludhiana-Amritsar-Pathankot route;

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

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Introduction of new trains, including on Gauge converted sections, is a continuous process on Indian Railways, subject to the resource availability, operational feasibility and traffic justification.

At present there is no proposal to introduce a direct train between Kanniyakumari and J&K via Madurai-Chennai-Delhi-Chandigarh-Ludhiana-Amritsar-Pathankot route.

(c) Due to operational and resource constraints.

**Telephone Service**

2158. SHRI PANKAJ CHOWDHARY:  
SHRI MAHESH KUMAR M. KANODIA:  
KUMARI UMABHARATI:  
SHRIMATI KETAKI DEVI SINGH:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to introduce such telephone service in which the users are visible to each other;

(b) if so, the details thereof;

(c) the time by which it is likely to be introduced; and

(d) the places where such system likely to be introduced first?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) and (b) Yes, Sir. The Department has recently started providing Integrated Service Digital Network (ISDN) connectivity to general subscribers by using customer owned video conferencing devices on their lines can see each other while talking.

(c) and (d) ISDN service has already been introduced in 11 cities viz. Delhi, Calcutta, Mumbai, Chennai, Jaipur, Ahmedabad, Hyderabad, Bangalore, Lucknow, Ranchi and Kanpur. It is likely to be introduced in other major cities of the country during the 9th Plan.

**Problems Faced by Foreign Companies in  
Mines Sector**

2159. SHRI UTTAMSINGH PAWAR: Will the Minister of MINES be pleased to state:

(a) whether some Foreign Companies are facing for mineral exploration in several States as reported in Pioneer dated December 24, 1996 under the caption, 'Mines exploration firms hit by State apathy;

(b) if so, the details thereof;

(c) the reaction of the Government thereto; and

(d) the remedial steps taken so far in this regard and with results thereof?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (d) The grant of mineral concessions is governed by the provisions of the Mines and Minerals (Regulation & Development Act, 1957 (MM (R&D) Act, 1957) and the rules made thereunder. The applications for grant of mineral concessions are received and processed by the State Governments. The approval of the Central Government is required only in case of minerals covered under Schedule-I to the MM (R&D) Act, 1957.

The Central Government has taken a series of steps under the National Mineral Policy, 1993 including legislative amendments for facilitating private sector investment including foreign equity participation in the mineral sector. The Central Government has also issued guidelines for grant of large areas for prospecting. Further, the Central Government has allowed automatic route for foreign equity participation upto 50% in case of mining of iron ore, manganese ore, etc. besides certain non-metallic minerals. Higher equity participation can be allowed on case to case basis subject to the provisions of law. The difficulties pointed out in the news items are mainly covered in the agenda items taken up for discussion during the Conference of State Ministers/Secretaries of Mines and Geology held on 26th and 27th December, 1996 under the aegis of Ministry of Mines. A Committee under the Chairmanship of Secretary (Mines), Government of India with some State Secretaries of Mines and Geology, Secretary General, Federation of Indian Mineral Industries etc. has also been constituted to review, inter-alia, the existing procedures pertaining to grant of mineral concessions and to suggest measures to reduce delays in this regard at different levels. The Government has also been interacting with the investors in the mining sector with a view to identify their difficulties and solve them through detailed interaction with the State Governments. Geological data about mineral deposits investigated by Geological Survey of India (GSI) is available for sale at GSI sale counters.

[Translation]

#### **Purchase of Cranes**

2160. PROF. PREM SINGH CHANDUMAJRA:  
PROF. AJIT KUMAR MEHTA:  
SHRI SURENDRA YADAV:  
SHRI SANAT KUMAR MANDAL:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have concluded a deal recently for purchasing the Cranes having capacity of 140 tonnes;

(b) if so, the number of Cranes and the price at which these Cranes are likely to be purchased and the name of the firm alongwith the country with whom this deal has been concluded;

(c) whether it is a fact that the Cranes of the same capacity can also be manufactured in the country;

(d) if so, the reasons for importing these Cranes from a foreign firm;

(e) whether the tenders were also received from other firms of the foreign countries; and

(f) if so, the names of such firms?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) Order has been placed for 8 nos. Cranes @ Deutsche Marks 2.95 million (approx. equivalent to Rs. 6.91 crores) Free on Board per Crane on M/s Mannesmann Demag Fordertechnik AG Gottwald/Germany.

(c) Yes, Sir. Jamalpur Railway workshop is in the process of development of manufacturing similar cranes.

(d) Since the technology of these Cranes is yet to be developed indigenously and there is an urgent need for cranes as an accident relief equipment especially in converted routes, these 8 cranes are being imported to meet immediate requirements.

(e) Yes, Sir.

(f) In view of urgency, a limited tender was issued to 2 firms. The other being M/s Cowans Sheldon/U.K.

[English]

#### **MTNL-Profit**

2161. SHRI I.D. SWAMI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Comptroller and Auditor General has observed that the MTNL has understated its profit for the year ending March, 31, 1996 by Rs. 109.10 crores;

(b) if so, the details of the CAG's observations; and

(c) the reaction of the Government thereto?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes, Sir.

(b) Audit has observed that understatement of profit has taken place to the extent of Rs. 137.16 Crores on account of the depreciation policy and other matters and overstatement of profit to the extent of Rs. 28.06 Crores resulting in a net understatement of profit to the extent of Rs. 109.10 Crores.

(c) Mahanagar Telephone Nigam Limited Management has explained in detail the various points to CAG and have arrived at an ultimate figure of Rs. 0.39 crores of the overstatement of profit.

#### **Child Labour**

2162. SHRI BANWARI LAL PUROHIT: Will the Minister of LABOUR be pleased to state:

(a) whether a seminar on child labour was organised by V.V. Giri National Labour Institute, Noida recently; and

(b) if so, the details of the discussions held in the seminar and outcome thereof?

THE MINISTER OF LABOUR (SHRI M. ARUNA-CHALAM): (a) and (b) A seminar on child labour was organised by the V.V. Giri National Labour Institute, Noida, on 27th January, 1997. It was attended by the Chairpersons and Project Directors of the National Child Labour Projects, NGOs, trade unions, employers organisations and the

representatives of ILO and UNICEF. The important recommendations made in the seminar included, inter alia, health checkup of all children attending special schools, introduction of appropriate vocational stream in the special schools, proactive role by trade unions in the elimination of child labour and effective enforcement of child labour related laws in the child labour endemic areas.

[Translation]

#### Shortage of Post Offices in Bihar

2163. SHRI JAGDAMBI PRASAD YADAV: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there is shortage of post offices in the rural districts, particularly in Godda, Jamui, Banka, Devdhar and Dumka of Bihar and a demand is being made again and again to open more post offices in these districts;

(b) whether STD facility has not been provided so far in Patharganwan, Poreyahar Blocks in Godda, Chakai and Sono district headquarters etc. in Jamui district despite telephone facility already in existence there;

(c) whether effective steps have not been taken so far in this regard despite the assurance of the Government; and

(d) if so, the reasons therefor and steps proposed to be taken by the Government in this regard?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) There is no shortage of Post Offices in the rural districts of Bihar particularly in Godda, Jamui, Banka, Devdhar and Dumka. The percentage of Gram Panchayat Villages covered by Post Offices in these districts as against the national average indicates that the postal network in the Gram Panchayat Villages in these districts compares quite favourably with the national Postal network in Gram Panchayat Villages. Details are given below:

Name of District	%age of Gram Panchayat Villages with Post Offices
Godda	55.68
Jamui	71.00
Banka	70.00
Devdhar	47.00
Dumka	57.54
National	50.00 %

There is, however, demand for opening more Post Offices in these districts.

(b) STD facility has already been provided at Patharganwan, Poreyahat and Chakai. STD facility at Sono is proposed to be provided during 1997-98.

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

[English]

#### Introduction of EMU Trains in Kharagpur-Tata Section

2164. SHRI RUP CHAND MURMU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware of the hardships being faced by the people of Kharagpur-Tata section of South Eastern Railway due to inadequate passenger services;

(b) if so, whether the Government are considering to introduce more EMU trains in this section;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) The existing services are by and large adequately catering to the traffic on the Kharagpur-Tata section. However, there are periods of extra rush.

(b) and (c) There is no such proposal at present.

(d) Operational and Resource constraints.

[Translation]

#### Irregularities in Expansion of Telecom. Facilities

2165. SHRI K.D. SULTANPURI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether any irregularities have been noticed during expansion of telecommunication facilities in Himachal Pradesh;

(b) if so, the details thereof during the last year;

(c) the number of contractors awarded contracts in Himachal Pradesh; and

(d) the total amount spent on laying of telephone cables during the above period?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) and (b) Yes, Sir. Some irregularities in laying of optical fibre cables at lesser depth than specified have been noticed during Departmental inspection in certain segments of 14 route lengths.

(c) A total of 226 contractors were awarded the cable laying contracts.

(d) A total of Rs. 666.17 lakhs was spent on these works during the last year.

[English]

#### Alliance Air Subsidiary of IA

2166. SHRI P.R. DASMUNSI: Will the Minister of CIVIL AVIATION be pleased to state:



(a) the year in which the Alliance Air, subsidiary of Indian Airlines was formed;

(b) whether there is any difference in the pay structure and other service conditions between the Pilots, Engineers, Crew and other staff members of Indian Airlines and Alliance Air; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) Alliance Air is the brand name of Airline operated by Airline Allied Services Limited (AASL), a wholly owned subsidiary set up by Indian Airlines Ltd. in 1983. Alliance Air commenced airline operations with effect from 15th of April, 1996.

(b) and (c) Yes, Sir. However, the terms and conditions of employment of personnel in Indian Airlines and Alliance Air are not comparable being two different organisations. Alliance Air is taking Pilots and other personnel on payment of deputation allowance from Indian Airlines and in case of non-availability, on contract basis from open market.

[Translation]

#### Stoppage/Halt of Trains at Railway Stations

2167. SHRI RAM KRIPAL YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) the rules prescribed for stoppage/halt of a train at railway station;

(b) whether representations have been received from the Members of Parliament for providing halts/stoppages of trains alongwith the details of railway stations during the last one year; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) The stoppage of any train is decided keeping in view volume and nature of traffic, availability of existing services and characteristic of the train etc.

(b) and (c) Information is being collected and will be laid on the Table of the Sabha.

[English]

#### Gauge Conversion

2168. SHRI SANAT MEHTA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Union Government propose to convert Mehsana-Patan meter gauge line into broad gauge line with a condition to discontinue uneconomic branch line of Kalol-Katosan; and

(b) if so, whether the Government of Gujarat has

requested to convert the above line into broad gauge without affecting present services of Kalol-Katosan; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) and (c) Do not arise.

[Translation]

#### Graphite Reserve in Bihar

2169. SHRI BRAJ MOHAN RAM: Will the Minister of MINES be pleased to state:

(a) whether the Government are aware of graphite reserve in Sokara village of Chainpur Block in district Palamu, Bihar; and

(b) if so, the details thereof and time by which the exploration work is likely to be started in this area?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) Yes, Sir.

(b) The Sokara area was investigated by Geological Survey of India (GSI) during 1965-66. The investigation has located graphite bearing zone 160m long with an average width of 1.5m. The total reserves are estimated to be 6000 tonnes.

However, the proved reserves of graphite in the entire district of Palamu, Bihar are 78000 tonnes as on 1.4.90 (Source: National Mineral Inventory).

Presently there is no proposal to start further investigation in this area by the Geological Survey of India.

#### Gauge Conversion

2170. SHRI RAJESH RANJAN ALIAS PAPPU YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the conversion work of meter gauge line into broad gauge line between Katihar and Jog-Bani section via Purnia is pending;

(b) if so, the reasons therefor;

(c) whether the Government have prepared any scheme in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (d) Updating survey for Gauge Conversion of Katihar-Jogbani via Purnia has been taken up.

Further consideration of the project would be possible once the survey report becomes available.

*[English]***Projected Growth of Tourism**

2171. PROF. AJIT KUMAR MEHTA: Will the Minister of TOURISM be pleased to state:

(a) whether the projected growth of tourism in the country during 1996 has failed to materialise;

(b) if so, the estimated arrival of international tourists in the country during 1996 as against the projection;

(c) the estimated loss of foreign exchange suffered as a result thereof;

(d) the cause identified for the setback in tourist sector in the country; and

(e) the strategy formulated for the promotion of tourism?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (d) The international tourist arrivals in the country during 1996 were 2287860 registering a positive growth of 7.7% against the projected growth of about 8% during the year. The marginal difference is primarily due to decline in traffic from Pakistan. There is no significant loss of foreign exchange earnings from tourists during this year.

(e) The strategy for the promotion of tourism include improvement of infrastructural facilities, strengthening of promotional efforts and human resource development.

*[Translation]***Ratlam-Banswara-Dungarpur-Himmatnagar Railway Line**

2172. SHRI BHERU LAL MEENA:

SHRI TARACHAND BHAGORA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey is being conducted to link Ratlam-Banswara-Dungarpur-Himmatnagar with rail;

(b) if so, the time by which the above survey work is likely to be completed; and

(c) if not, the reasons for not starting the above survey work?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) The survey is likely to be completed by 31.12.97.

(c) Does not arise.

*[English]***Export of Steel**

2173. SHRI RAMASHRAYA PRASAD SINGH:  
SHRI BHAKTA CHARAN DAS:

Will the Minister of STEEL be pleased to state:

(a) whether there is an increase in the export of indigenous steel during the first nine months (April-December) of the current financial year by 31.6 per cent;

(b) if so, the details thereof;

(c) whether the Government propose to fix target to further increase the export up to 50% during the next financial year;

(d) if so, the details thereof; and

(e) if not, the reason therefor?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) and (b) The estimated exports of finished steel by Main producers viz. Steel Authority of India Limited, Tata Iron & Steel Company Ltd. and Rashtriya Ispat Nigam Ltd. during the first nine months (April-December) of 1996-97 were 7.47 lakh tonnes, showing an increase of about 36.6% as compared to the corresponding period last year.

(c) to (e) As per the existing policy, export of iron and steel is freely allowed. Export of iron and steel and its destination depend on several factors such as domestic and international demand, domestic prices, steel prices in importing countries, etc. These factors are usually dynamic and change frequently. Based on prevailing market conditions, enterprises themselves explore and tap the export market. As such the Government does not fix targets for exports. However, the measures taken by the Government to facilitate exports include:

(i) Full convertibility of export earnings at market rate of exchange;

(ii) Facility available to Exporters to import their requirement of raw materials duty free under the Advance Licensing Scheme;

(iii) Refund of the duty paid on any imported or excisable material used in the manufacture of export goods; and

(iv) Exemption of export earnings from income-tax under Section 80 HHC.

*[Translation]***Welfare of Labourers**

2174. SHRI PAWAN DIWAN:

SHRI MAHESH KUMAR M. KANODIA:

SHRI MOHAMMAD ALI ASHRAF FATMI:

Will the Minister of LABOUR be pleased to state:

(a) whether the Government have made any efforts for the welfare and development of unorganised labour;

(b) if so, the details thereof during each of the last three years; and

(c) if not, the reasons therefor?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) (a) to (c) The Government have taken several steps for the welfare and development of the workers in the unorganised sector. A large number of existing labour laws like the Minimum Wages Act, the Payment of Wages Act, the Equal Remuneration Act, the Contract Labour (Regulation & Abolition) Act, the Bonded Labour System (Abolition) Act and the Inter-State Migrant Workmen (Regulation of Employment and Conditions of Service) Act

etc. are applicable on the workers in the unorganised sector. These look after their interests in terms of wages, working hours, social security etc. The Ministry of Labour are administering five Welfare Funds established by legislation to extend welfare and social security schemes in the fields of housing, educational, medical and recreational facilities for beedi, mine (limestone/dolomite, iron, manganese, chrome and mica) and cine workers. The expenditure incurred from these Funds during the last three years is as under:-

Name of the Fund	Actual expenditure		
	1993-94	1994-95	1995-96 (Rs. in lakhs)
Beedi Workers Welfare Fund	1661.76	2159.50	2523.77
Mica Workers Welfare Fund	191.49	203.21	226.83
Iron Ore Workers Welfare Fund	324.03	444.72	574.61
Lime Stone Workers Welfare Fund	295.96	275.65	322.59
Cine Workers Welfare Fund	4.55	9.20	7.43

A variety of rural development programmes like the Integrated Rural Development Programme (IRDP), Jawahar Rojgar Yojna (JRY), Development of Women and Children in Rural Areas (DWCRA), Training of Rural Youth for Self

Employment (TRYSEM), Employment Assurance Scheme (EAS) and National Social Assistance Scheme (NSAS) started recently etc., are being operated. Details of benefits provided under these schemes during the last three years are given below:-

Name of the scheme	Benefits provided	1994-95	1995-96	1996-97
Integrated Rural Development Programme (IRDP)	No. of Families assisted	2215421	2089400	989631 (upto Dec., 96)
Jawahar Rojgar Yojna (JRY)	Employment generated (in lakh mandays)	9517.07	8958.25	2591.59 (upto Jan., 97)
Development of Women and Children in Rural Areas (DWCRA)	No. of Women benefited	592026	697088	514223 (upto Jan., 97)
Training of Rural Youth for Self Employment (TRYSEM)	No. of Youths trained	281874	301651	199668 (upto Feb. 1997)
Employment Assurance Scheme (EAS)	Mandays generated (in lakhs)	2739.56	3465.27	1892.02 (upto Dec., 96)

During the VIIIth Plan, outlay for rural development has been raised from Rs. 10,650 crore to Rs. 30,000 crore. Outlay for animal husbandry, dairy & fisheries has also been substantially raised.

Agriculture and construction employ the largest number of workers in the unorganized sector. Two legislations namely the Building and Other Construction Workers (Regulation of Employment and Conditions of service) Act, 1996 and the Building and Other Construction Workers'

Welfare Cess Act, 1996 have been brought on the statute Book to regulate the working and service conditions of the construction workers and to provide for welfare measures to them. The legislation will benefit about 8.5 million construction workers.

#### Filling up of G.C.S. Posts

2175. SHRI BRIJ BHUSHAN TIWARI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether it is a fact that G.C.S. posts are filled on inadequate circulation; arbitrary relaxation of cooling off period, part-time experience, qualification etc;

(b) if so, the steps proposed to be taken so that experienced and qualified officer who never had a chance to be on deputation are selected and the system ensures transparency and equality of opportunity guaranteed under Article 16 of Constitution; and

(c) whether it is also a fact that the G.C.S. officers are put to disadvantageous position due to a decade's delay in regular promotion as Under-Secretary and they deserve consideration for JAG post in G.C.S. based on their service as Section Officer for more than 13 years?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) GCS posts are filled on regular basis by circulating the vacancies in the Employment News. The candidates are selected in accordance with the conditions prescribed in the Recruitment Rules.

(b) Does not arise.

(c) Regular promotions to the grade of Under Secretary of CSS have not been made after 1986 Panel because of litigation over the dispute relating to inter-seniority of Direct Recruit and Promotee Section Officers.

As the conditions prescribed in the Recruitment Rules have to be followed, all eligible persons fulfilling the conditions prescribed in the Recruitment Rules, are given due consideration for JAG posts in GCS. In case of CSS officers also, the conditions prescribed in the Recruitment Rules are being followed.

[English]

#### Completion of on-going Railway Projects

2176. SHRI BASUDEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether adequate funds are being provided by the Government for faster completion of the on-going projects of Eastern Railway;

(b) if so, the details thereof; and

(c) the reasons for delay to complete these projects in time?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) A Statement is attached.

(c) Constraints of resources.

#### Statement

S.No.	Name of Projects	Funds provided in 96-97	Funds provided in 97-98	Remarks/Reasons for delay
<b>New Lines:</b>				
1.	Lakshmikantapur-Namkhana	4.75	5.00	Land acquisition
2.	Mandar Hill-Rampurhat via Dumka	1.00	5.00	—
<b>Doubling</b>				
3.	Sahibganj-new Farakka-Malda Town	1.00	1.00	Encroachment and flood damage
4.	Sonenagar-Mughalsarai-Third line	12.00	28.00	Limited availability of traffic/power blocks/speed restrictions/non interlocked working due to over saturated section.
5.	Khana-Sainthia (Phase-I)	1.43	4.00	Court case by contractor in Calcutta High Court.
6.	Jhaptardal-Guskara (Phase-II)	1.00	4.00	Failure of Consecutive Contractors
7.	Chandanpur-Gurup-Third line	1.00	1.00	—
8.	Guskara-Bolpur (Phase-III)	1.73	4.50	—

#### Free Lance Artists

2177. SHRI K.H. MUNIYAPPA: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether a number of Free Lance Artists are also preparing programmes for Delhi Doordarshan;

(b) if so, the details thereof;

(c) whether these Artists have been given Identity Cards by the Delhi Doordarshan; and

(d) if not, the reasons thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) Yes, Sir.

(b) A number of programmes are got produced for Delhi Doordarshan by outside producers under various categories viz. Commissioned, Sponsorship and Royalty etc. The details of such producers are not maintained centrally.

(c) No, Sir.

(d) Identity Cards are issued to regular employees and the employees working on casual assignments such as programme production staff/news readers/announcers etc. Issuing identity Cards to outside producers is neither necessary nor feasible.

#### Construction of Postal Buildings

2178. SHRI R.L.P. VARMA:  
SHRI P.S. GADHAVI:  
SHRI JAYSINH CHAUHAN:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have acquired land for the construction of postal buildings at village Naliya, Khavada, Kera, Kukma and Lakadia in Kutch district of Gujarat;

(b) if so, the details thereof;

(c) whether construction has been started there;

(d) if so, the details thereof;

(e) if not, since when the proposals are pending alongwith the reasons therefor; and

(f) the time by which Post Offices are likely to be shifted in their own buildings in the above villages?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) and (b) Plots of land have been acquired by the Government in the following villages of Kutch district of the dates mentioned against each.

S.No.	Name of Village	Date of acquisition
1.	Naliya	15.05.1992
2.	Kera	18.07.1983
3.	Kukma	10.01.1983
4.	Khavada	09.07.1981

No site has been acquired in village Lakadia.

(c) No Sir.

(d) Does not arise.

(e) and (f) Due to paucity of funds, construction could not be taken up by the Department. Further, the construction of the postal buildings depend on the availability of funds & priority of the projects.

[Translation]

#### STD to Development Blocks

2179. SHRI SUKH LAL KUSHWAHA:  
GULAM MOHD. MIR MAGANI:  
SHRI C. NARASIMHAN:  
SHRI N.J. RATHWA:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to link all the development blocks of each State with STD facility by the end of 1997;

(b) if so, the details thereof, State-wise;

(c) the number of development blocks wherein STD facility was provided during the year 1996;

(d) the number of STD centres functioning in rural areas in the country, State-wise; and

(e) the details of the policy being adopted for starting more STD centres in the country?

THE MINISTER FOR COMMUNICATIONS (SHRI BENI PRASAD VERMA): (a) No, Sir.

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

(c) and (d) Information is being collected. The same shall be put on the Table of the House soon.

(e) —STD PCO's on franchise basis are being provided on demand if found technically and administratively feasible.

—STD is being provided on Village Panchayat Telephones on demand on franchise basis where ever it is technically and administratively feasible.

—It is also proposed to cover all Telephone Exchanges with STD facility during the 9th Plan period.

#### Promotion of Tourism In Uttar Pradesh

2180. SHRI SOHAN BEER;  
SHRI L. RAMANA:

Will the Minister of TOURISM be pleased to state:

(a) the number of projects cleared in Uttar Pradesh for the promotion of tourism during the Eighth Five Year Plan;

(b) the amount sanctioned for each of the project;

(c) the name of the projects which are already completed and the amount spent so far on each of these projects; and

(d) the steps taken/proposed to be taken by the Union Government to promote tourism in hilly regions of Uttar Pradesh?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (c) During the first four years of the 8th Plan, the Department of Tourism has sanctioned 34 projects amounting to Rs. 498.39 lakhs to Government of Uttar Pradesh. The implementation of the projects is the responsibility of the State Government. The construction projects are at various stages of completion by the State Government.

(d) The Central Department of Tourism has set up a task force for the development of tourism in the Himalayan region which includes hilly regions of Uttar Pradesh.

[English]

#### **Electrification of Railway Routes**

2181. SHRI AJOY MUKHOPADHYAY:  
DR. ASIM BALA:

Will the Minister of RAILWAYS pleased to state:

(a) whether the Government are considering to take up electrification of Ranaghat-Gede, Ranaghat-Bongaon, Krishnanagar-Lalgola and Barasat-Hasnabad sections of Sealdah Division of Eastern Railway;

(b) if so, whether these proposals are being sent to the Planning Commission for sanction;

(c) if so, the details thereof;

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Electrification of Ranaghat-Gede and Ranaghat-Bongaon sections will be taken up in phases. There is however, no proposal to electrify Krishnanagar-Lalgola and Barasat-Hasnabad sections.

(b) and (c) The proposals for electrification of Ranaghat-Gede and Ranaghat-Bongaon sections will be sent to the Planning Commission for clearance before execution of the work.

(d) Due to constraint of resources, there is no proposal to electrify Krishnanagar-Lalgola and Barasat-Hasnabad sections.

#### **Requirement of Additional Platforms at Chennai**

2182. SHRI K. KANDASAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware of the urgent need for having two or three more platforms at Chennai Central Railway Station for the suburban trains; and

(b) if so, the time by which above proposal is likely to be taken up?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) The available platforms are by the large adequate to cater to the present level of handling of Suburban traffic at Chennai Central Railway Station. However, to cater to the future growth in Suburban traffic provision of an additional platform at Chennai is a sanctioned work.

#### **Charges for Telephone Call**

2183. SHRI VIJAY GOEL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to increase charges for a telephone call made from a fixed telephone to cellular phone in the country except four metropolitan cities;

(b) if so, the details thereof;

(c) whether the STD charges will have to be paid for making a call to a mobile telephone in all parts of the country except metropolitan cities whereas only one rupee per call is charged presently; and

(d) if so, the reasons therefor?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) The charges have been fixed for the first time for calls from Fixed Network (PSTN) to the Cellular Network licenced for operating in Telecom Circles. Since there was no Tariff earlier for this service, question of increase in charges does not arise.

(b) Copy of the order is enclosed as statement.

(c) and (d) Unit calls will be on a fixed Pulse Rate for all such calls, within a Circle.

#### **Statement**

Government of India  
Ministry of Communications Department of  
Telecommunications

Sanchar Bhavan,  
20 Ashok Road,  
New Delhi-110001

No. 106-21/96-PHC. Dated, the 29th January, 1997.

To

All CGMs Telecom Circles/  
Telephone Districts,  
CGM, MTNL, New Delhi/Mumbai.

Subject:— Tariff for calls originated from fixed network (PSTN) to the cellular networks licensed to operate in Telecom Circles.

Deptt. of Telecommunications has issued licences for operation of cellular mobile telephone service in Telecom Circles. The tariff for calls originated from PSTN to the cellular net-works has been fixed as follows:

(i) The intra-Circle calls will be charged at the pulse rate of 8/16/24/36 seconds per unit call, irrespective of the location of calling and called subscriber.

(ii) The inter-Circle calls will be charged at the pulse rates applicable from the originating TAX to the designated national TAX in the called Circle, i.e. the usual STD rate upto the called national TAX.

2. For inter-metro city (Calcutta, Chennai, Delhi & Mumbai) traffic, charging at the pulse rate of 2/4/6/8 seconds per unit call will continue.

3. Circlewise list of national TAXs is given in the Annexure.

4. With this arrangement the calls among the metro cities and Telecom Circles will be charged as inter-Circle calls.

5. These orders will take effect from 15th February, 1997. Necessary technical arrangements may be made in the mean time. This tariff structure may be brought to the notice of public through print media by issue of advertisements at Circle level and also at SSA level immediately. Necessary additions in the tariff information in telephone directories may be carried out for future publications.

6. Traffic studies will be carried out for a period of one year from the operationalisation of the service, detailed instructions for which will be issued separately.

7. This issues with the concurrence of Finance vide Member (Fin) Dy. No. 53, dated 2.1.1997.

-Sd-

(A.K. Mittal)  
Directors(CS)

Copy to:

1. CMD MTNL, New Delhi.
2. Sr. DDG (Fin)/Sr. DDG (TEC)/DDG (MS)/DDG (NM)/DDG(VAS)/DDG(BS)/DDG (TRF).
3. CGM T&D Circle, Jabalpur.
4. Sr. GM Telephones, Ahmedabad/Bangalore.

#### **Gauge Conversion**

2184. DR. M. JAGANNATH:  
SHRI L. RAMANA:  
DR. T. SUBBARAMI REDDY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the South Central Railway has decided

to take up two projects, 75 Km. Gauge conversion between coastal rock and Vasco-de-Gama and 126 Km. new railway line between Yerragontala and Nandyal expeditiously:

(b) if so, the time-bound programme made by the railways for these two projects; and

(c) the total expenditure likely to be involved in each project and the time by which work on these projects are likely to start?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) Yes, Sir.

(b) and (c) The details are as under:-

Section	Anticipated Cost	Target for Completion
<b>Gauge Conversion</b>		
(i) Cashterock-Vasco	Rs. 522 crores	31.3.97
<b>New Line</b>		
(i) Nandyal-Yerraguntla	Rs. 155.74 crores	Presently, the Final Location Survey and preparation of land acquisition plan and papers are in progress. Work will be taken up, once land becomes available. The project is targetted for completion in the Xth Plan period.

#### **AC-3 Tier Coaches to Trains**

2185. SHRI NAMDEO DIWATHE: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the Trains which are proposed to be provided AC-3 tier Coaches during the current year; and

(b) the details of other facilities which are likely to be provided for long distance travellers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) A.C. 3 tier sleeper coach is proposed to be provided on the following trains by March'97:-

1. 3143/3144 Darjeeling Mail
2. 2625/2626 Kerala Express
3. 5659/5660 Kamrup Express

Services to be provided with such coaches during April to December'97 has not yet been finalised.

(b) Bed rolls to the passengers are supplied in AC 3 tier coaches of the trains other than Rajdhani Express trains on demand on payment of prescribed charges. These are supplied free of charge to the passengers in AC 3 tier coaches Rajdhani Express trains because of a separate fare structure. Adequate catering arrangements are provided for long distance travellers through static and mobile units.

#### **Ring Railway Service in Delhi**

2186. SHRI K.P. SINGH DEO:  
SHRI TARIQ ANWAR:

Will the Minister of RAILWAY be pleased to state:

(a) whether Government have introduced of Ring Railway Service in Delhi.

(b) if so, the additional tracks proposed to be constructed along the main corridors to make the existing network viable;

(c) whether the Government propose to take up any project of Ring Railway Service before the proposed Mass Rapid Transit System; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (d) Ring Railway system was originally planned as Goods avoiding lines to avoid Goods Trains being brought into busy and congested yards of Delhi/New Delhi. They were not planned to carry commuters. During Asiad the passenger services were run to enable people from outside Delhi to travel on the Ring Railway. Presently the number of Goods train running on these lines is quite high and the scope for running additional passenger trains on this route is limited.

In the meeting of National Capital Region/Planning Board held on 24.9.96. It was decided that the feasibility study for laying two additional tracks alongside the Ring Railway in Delhi shall be conducted by Government of National Capital Territory of Delhi in Co-ordination with National Capital Region/Planning Board.

#### **Indian Institute of Mass Communication**

2187. SHRI K.C. KONDAIAH: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the branches of the Indian Institute of Mass Communication State-wise, and location wise;

(b) whether the Government propose to open more branches of the above Institute in various States;

(c) if so, the details thereof location-wise; and

(d) the time by which these are likely to be set up?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) The branches of the Indian Institute of Mass Communication are:

Name of the State	Location
(1) Orissa	Dhenkanal
(2) Kerala	Kottayam
(3) Madhya Pradesh	Jhabua
(4) Nagaland	Dimapur

(b) No, Sir.

(c) and (d) Do not arise.

#### **Flights to Singapore**

2188. SHRI T. GOPAL KRISHNA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether more flights are proposed to be operated to Singapore;

(b) if so, the details thereof;

(c) whether flights to Singapore are also proposed to be introduced from Hyderabad in view of public demand; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) and (b) Indian Airlines is planning to introduce a thrice weekly flight each from Bangalore and Calcutta to Singapore and a once weekly flight from Madras to Singapore in the Summer Schedule, 1997.

(c) and (d) Air India and Indian Airlines have no plans at present to introduce a service from Hyderabad to Singapore.

#### **Telecom Regulatory Authority in India**

2189. SHRI R. SAMBASIVA RAO:  
SHRI S.D.N.R. WADIYAR:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have set up a Telecom Regulatory Authority;

(b) if so, the main objectives therefor alongwith the powers and freedom thereof;

(c) the date from which the authority is likely to start its functions; and

(d) the details thereof?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Yes Sir, The Telecom Regulatory



Authority of India has been set up w.e.f. 20.2.1997.

(b) The main objectives of the Telecom Regulatory Authority of India is to provide a level playing field for fair competition and engender further confidence in investors, both Indian and foreign, for healthy growth of Telecom Sector in the country.

The Authority has been entrusted with, inter-alia, the following powers;

- (i) to seek information on various aspects of service providers' activities;
- (ii) to investigate, any matter, in-relation to affairs of any service provider;
- (iii) to inspect books and records of service provider;
- (iv) to make regulations, consistent with the Ordinance and rules made thereunder to carryout the purposes of the Ordinance.

The Authority may levy fees and other charges at such rates and in respect of such services as may be determined by regulation.

- (v) The Authority while discharging its functions may issue direction from time to time to the service providers, as it may consider necessary.

(c) and (d) The Authority will start functioning in the month of March, 1997 and the Central Government have already notified the appointments for the posts of Chairperson, Vice-Chairperson and a Member on 20.2.1997.

#### **Directions to Mining Sector**

2190. SHRI NAND KUMAR SAI:  
KUMARI UMABHARATI:  
SHRI SATYA DEO SINGH:

Will the Minister of MINES be pleased to state:

- (a) whether the Government have issued new directions to mining Sector;
- (b) if so, the details thereof;
- (c) the time by which the new directions are likely to come into force; and
- (d) the extent to which the foreign Investment is likely to be enhanced as a result thereof?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) to (d) The Central Government in October, 1996 have issued guidelines for grant of large areas for Prospecting Licences. As per these guidelines, an applicant can be granted upto a maximum of 10,000 Sq. Kms. for the whole country for the purposes of aerial Prospecting. The applications of the said grant have to be submitted to the State Governments only. The Central Government would consider the request after the State Governments recommend the applications to the Central Government. The guidelines have inbuilt

scheme of steep relinquishment so that the area left with an applicant for detailed Prospecting at the end of three years is only 25 Sq.kms., specific expenditure commitments on the part of the applicant and aerial prospecting.

With a view to facilitate foreign direct investment in the mineral sector the Government has recently allowed (in January '97) automatic route for foreign equity participation upto 50% in case of mining of iron ore, manganese ore, chromite, bauxite, copper lead and zinc ores besides mining of certain non-metallic minerals. Further, the Government has also allowed automatic approval route for foreign equity participation upto 74% for services incidental to mining viz. drilling, shaft sinking, reclamation of mines, surveys/mapping excluding services related to gold, silver and precious/semi-precious stones. Higher equity participation can be considered on case to case basis through the FIPB route as per the policy prescription under New Mineral Policy, 1993. The above decisions of the Government are likely to accelerate foreign direct investments in the mineral sector.

#### **Ministers Entitlement of Special Train**

2191. SHRI MANIKRAO HODLYA GAVIT:  
SHRI PARASRAM BHARDWAJ:  
SHRI CHHITUBHAI GAMIT:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Minister of Railways is entitled to avail of the facility of special train in case he reaches the station late when going to his home town or on private tour; and

(b) if so, the details regarding the rules and regulations meant for the Railway Ministers (Cabinet as well as State Ministers) alongwith the procedure followed in this regard while the Minister of Railways is on official tour or private tour?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) As per extant rules, Cabinet Minister or Minister of State, while travelling, only on duty, by rail, may requisition a saloon/ Inspection Carriage to be attached to a regular train. In cases where it cannot be attached to Mail/Express trains and it is impossible for the Minister to travel by other trains, he may order a Special train at the expense of the Government.

#### **Casual Labourers**

2192. SHRI DWARAKA NATH DAS: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 3152 dated August 27, 1996 and state:

(a) whether the Government are aware that a good number of casual labourers had been decasualised in North-east-Frontier Railway, but till date nothing has been done for their re-employment though assured by the Government from time to time.

(b) whether any measures have been taken by the Government for their re-employment;

(c) if so, the details thereof; and

(d) if not, the reasons therefor;

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (d) It is presumed that the word "decasualised" used in part (a) of the question refer to Casual Labour retrenched in the past and the word re-employment used in part (a) and (b) of the question refers to re-engagement of Casual Labour.

There are 178 Casual Labour retrenched in the past who are borne on the live register and supplementary live register of North-east Frontier Railway as on 31.7.96. Casual Labour borne on the live register are re engaged on requirement in the order of priority on the basis of total period of the engagement prior to their retrenchment.

[Translation]

#### Foreign Tourists

2193. SHRI VIJAY GOEL: Will the Minister of TOURISM be pleased to state:

(a) The number of foreign tourists who visited Jammu and Kashmir during each of the last three years; and

(b) the status regarding the number of tourists after the formation of the Government?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) According to the information available from the State Government, the number of foreign tourists who visited Jammu & Kashmir during 1994 to 1996 are as follows:-

Year	Number of foreign tourists
1994	24683
1995	20589
1996	22628(R)

R: Revised

(b) Total number of foreign tourists who visited the State during 1996 since the formation of new Government in October 1996 were 2945 registering an increase of about 32.54% over the corresponding period of 1995.

[English]

#### Employees Provident Fund Organisation

2194. SHRI N.N. KRISHANDAS: Will the Minister of LABOUR be pleased to state:

(a) the number of new sub-accounts offices of Employees Provident Fund Organisation all over the country;

(b) the number out of the them in Kerala;

(c) whether any new offices are proposed to be opened in Palghat industrial area; and

(d) if so, the details thereof?

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM): (a) to (d) The E.P.F. Organisation has a total of 16 Regional Offices, 56 Sub-Regional Offices and 7 Sub-Accounts Offices out of which two Sub-Regional Offices and one Regional Office are in Kerala. Recently a proposal to open one Sub-Accounts Office each at Ambattur and Tambaram has been approved by the Executive Committee of the C.B.T., EPF. Final decision on the proposal for opening of an office at Palghat has not been taken yet.

#### Fall of Occupancy Rate in Hotels

2195. SHRI V. PRADEEP DEV: Will the Minister of TOURISM be pleased to state:

(a) whether it is a fact that there was fall in occupancy rate in Hotels in the country during the peak season i.e. from October 1996 to February, 1997 as compared to the corresponding period last year despite the increase in arrival of foreign tourists in the country;

(b) if so, the reasons therefor;

(c) whether there is any proposal to reduce the hotel rates in our country which are comparable to some of the best hotels in New York and lay down guidelines in fixing room rent to hotels which keep on hiking their rates every year; and

(d) if so, the details thereof;

(e) the number of hotels in the country constructed prior to 1982 which are also hiking their rates every year;

(f) whether the Government propose to lay down any guidelines for them also; and

(g) if so, the details thereof?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) The occupancy rates of the hotels have shown a marginal decline only at few tourist centres in the country as per the partial data available.

(b) The reasons for the decline in occupancy rates include; hike in room tariffs and also additionalty of accommodation to the existing capacity at some of the centres.

(c) to (g) The hotel rates in the country, at present, are governed by market forces and vary from destination to destination and hotel to hotel.

There is no proposal under the consideration of the Government to lay-down guide lines in this respect.

[Translation]

**Appointment of State Tourism Development Corporation as Booking Agents**

2196. SHRI BHERU LAL MEENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to appoint the State Tourism Development Corporations as booking agents for the convenience of domestic and foreigner tourists;

(b) if so, whether the Rajasthan Tourism Development Corporation has been appointed as booking agent;

(c) if so, whether these corporations are being allotted booking quota accordingly; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) to (d) Some package tours are organised by the State Tourism Development Corporations including Rajasthan Tourism Development Corporation generally on week ends by issuing passengers a package tour ticket inclusive of rail tariff, catering, sight seeing etc. For such week and package tours as finalised in consultation with Ministry of Railways, quotas have also been allotted to them in the specified trains.

[English]

**IA Passenger Services**

2197. SHRI VIJAY PATEL:  
SHRI DILEEP SANGHANI:  
SHRI KASHIRAM RANA:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Government have improved or propose to improve the customer services on ground and in the Air;

(b) if so, the details thereof; and

(c) the expenditure incurred thereon and the operating revenue of Indian Airlines during 1995-96 and 1996-97?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) and (b) Indin Airlines has taken various steps in the following areas to ensure improvement in the customers services both on ground and in the Air:

- (i) Product improvement.
- (ii) Commercial initiatives.
- (iii) Passengers facilitation.

(c) The details of expenditure incurred on food services and other amenities for the passengers and operating revenue of Indian Airlines for the years 1995-96 and 1996-97 (Estimated) are as under:-

Year	Expenditure on Food and other Amenities for the Passengers	Operating Revenue (Rs. in crores)
1995-96	74.99	2466.81
1996-97	76.00	2755.50

(Budget estimates)

**Diversion of Chennai-Mumbai Mail to Certain Parts of Karnataka**

2198. SHRI MAHESH KUMAR M. KANODIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to divert the Chennai-Mumbai Mail so that certain parts of Karnataka are included in its route;

(b) if so, the details thereof;

(c) whether the proposed extension of the route is likely to cost an extra rupees 60 to rupees 70 per ticket to passengers travelling by sleeper class and also the four to five hours in addition to two days take at present to complete the trains's Journeys;

(d) if so, the details thereof;

(e) whether the Government propose to review this decision; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) No, Sir.

(b) to (f) Do not arise.

[Translation]

**International Air Service for Foreign Airlines**

2199. SHRI RAJKESHAR SINGH:  
SHRI SATYA DEO SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government proposed to streamline and make transparent the procedure of getting permit for introducing authorised International air services for foreign airlines;

(b) if so, the main features of the proposal; and

(c) the time by which the final decision is likely to be taken in this regard?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) to (c) There is already an established Policy under which foreign airlines are granted traffic rights under bilateral air services agreement on the basis of reciprocity keeping in view the requirement of tourism, travel and international trade. Traffic rights are granted essentially to cater to the direct traffic between the two contracting countries.

#### Permission for Exploration of Mines

2200. SHRI THAWAR CHAND GEHLOT: Will the Minister of MINES be pleased to state:

(a) the number of proposals received by the Government for seeking permission for the exploration of rocks, conducting survey, mining and sales in larger areas during the year 1994-95, 1995-96 and 1996-97; State-wise; and

(b) the number of cases cleared till December, 1996. State-wise?

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) and (b) Mining Rights are granted by the concerned State Government in accordance with provisions of Mines and Minerals (Regulation & Development) Act, 1957 and the rules made thereunder. However, for minerals specified in the first schedule of the MM (R&D) Act no prospecting licence or mining lease shall be granted by the State Government except with the previous approval of the Central Government.

The number of proposals received for prior approval of the Central Government for grant of mineral concession and the number of cases disposed of during the years 1994-95, 1995-96 and 1996-97 (till December, 1996), State-wise are given in the statement enclosed.

#### Statement

*Cases received and disposed of for Mineral Concession State-wise during the year 1994-95, 1995-96 and from 1.4.1996 to 31.12.1996*

Name of State	Year 94-95 1.4.94 to 31.3.95		Year 95-96 1.4.95 to 31.3.96		Year 1996 1.4.96 to 31.12.96	
	Recd./Disd*		Recd./Disd*		Recd./Disd*	
1	2		3		4	
Andhra Pradesh	42	41	25	35	23	19
Assam	1	1	1	1	-	-01

1	2		3		4	
Bihar	11	11	14	20	6	9
Goa	-	-	5	7	2	1
Gujarat	30	27	9	6	23	16
Haryana	3	3	4	2	-	1
Himachal Pradesh	-	-	5	-	1	1
Jammu & Kashmir	2	2	2	2	-	-
Karnataka	20	20	21	30	12	19
Madhya Pradesh	144	141	125	180	47	53
Maharashtra	3	3	17	25	13	12
Orissa	43	38	61	70	19	20
Rajasthan	19	17	29	38	23	21
Tamil Nadu	50	50	33	40	27	20
Uttar Pradesh	4	4	4	2	1	2
Kerala	1	1	2	1	-	-
Meghalaya	1	1	1	1	-	-
West Bengal	-	-	2	2	-	-
Total	374	360	360	462	196	195

\*(This includes the cases Brought forward from previous year)

[Translation]

#### Employment of All by the Year 2002

2201. SHRI SURENDRA YADAV:  
JUSTIC GUMAN MAL LODHA:

Will the Minister of LABOUR be pleased to state:

(a) whether the attention of the Government has been drawn to the news item captioned 'Rojgar Ke Divaswapan Kab Tak' appearing in 'Jansatta' dated December 26, 1996;

(b) if so, whether the Committee on employment of the National Development Council has extended some suggestions to achieve the target fixed for providing employment to all by the year 2002 in the country;

(c) if so, the details thereof;

(d) whether any concrete step is being taken by the Government to implement these recommendations; and

(e) if so, the details thereof?

THE MINISTER OF LABOUR (SHRI M. ARUNA-CHALAM): (a) to (e) Yes, Sir. The National Development Council (NDC) Committee on Employment has recommended for vigorously pursuing the main elements of strategy, policies and programmes for increasing the pace of employment generation. The Eighth Plan envisages a strategy of accelerated employment generation through

faster growth of sectors, sub-sectors and areas with relatively high employment intensity. Several Centrally sponsored/Central Sector special employment programmes are also being implemented by the Government, important among which are the Integrated Rural Development Programme (IRDP), Jawahar Rozgar Yojana (JRY), Employment Assurance Scheme (EAS), Nehru Rozgar Yojana (NRY), Prime Minister's Rozgar Yojana (PMRY) and the Two Million Jobs Scheme of the Khadi & Village Industries Commission (KVIC). Accordingly, the unemployment rate which was estimated to be around 3.77% during 1987-88 came down to 2.50% during 1993-94. It is expected that the strategy of employment intensive growth will be continued during the ensuing Ninth Five Year Plan also (2002).

#### **Development of Bateshwar**

2202. SHRI PRABHU DAYAL KATHERIA: Will the Minister of TOURISM be pleased to state:

(a) whether the Union Government had sanctioned Rs. 44 lakhs during the year 1992-93 for developing a religious shrine Bateshwar near Agra which is also important from tourism point of view;

(b) if so, whether the full amount has been utilised for the development of this areas;

(c) if so, the item-wise break up of the expenditure incurred;

(d) whether this area was declared a tourist place by the Union Government during 1995-96;

(e) if so, the schemes formulated by the Union Government for this purpose;

(f) whether the Union Government have received a scheme from the Government of Uttar Pradesh for the development of this area; and

(g) if so, the details thereof and the action proposed to be taken by the Government thereon?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): (a) to (g) The Central Department of Tourism has not sanctioned Rs. 44.00 lakhs during the year 1992-93 for developing a religious shrine at Bateshwar near Agra. However, three projects subsequently were sanctioned for Bateshwar, namely:-

(1) Renovation/restoration of Ghat on the bank of river Yamuna - Rs. 13.24 lakhs.

(2) Tourist Lodge at Bateshwar - Rs. 13.95 lakhs.

(3) Two Sulabh Shauchalyas to provide toilet facilities - Rs. 6.76 lakhs.

The implementation of projects is primarily the responsibility of the State/U.T. Governments. These projects are at various stages of completion by the State Government.

#### **Post Offices in Rajasthan**

2203. SHRI MAHENDRA SINGH BHATI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the total number of post offices and sub-post offices functioning at present in Rajasthan and Maharashtra;

(b) whether these post offices are inadequate in view of the population of the above states;

(c) if so, whether the Government propose to increase the number of post offices of each category;

(d) if so, the number of post offices proposed to be opened in the above states, in each category; and

(e) the time by which they are likely to be opened?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) Total number of Post Offices and Sub Post Offices functioning at present in Rajasthan and Maharashtra is given below:

	Total number of Post Offices including Sub Post Offices	Total number of Sub Post Offices
Rajasthan	10,306	1392
Maharashtra	12,303	2087

(b) The average population served per Post Office in Rajasthan & Maharashtra is 4276 & 6417 persons respectively as against the national average of 5517 persons per Post Office. During the 8th Five Year Plan, 26 Departmental Sub Post Offices and 104 Extra-Departmental Branch Post Offices in Rajasthan and 61 Departmental Sub Post Offices and 172 Extra-Departmental Post Offices in Maharashtra, have been sanctioned.

(c) to (e) Yes, Sir. It is proposed to open 7 Extra-Departmental Branch Post Offices and 19 Departmental Sub Post Offices in Maharashtra and 4 Departmental Sub Post Offices in Rajasthan by March, 31, 1997.

[English]

#### **Introduction of Trains Between Andal-Sainthia Section**

2204. DR. RAM CHANDRA DOME: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware of the demand to run more trains in Andal- Sainthia section;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) and (b) Representations have been received for running more trains on Andal-Sainthia section, including from Shri Basudeb

Achariya, M.P, Passenger Associations and sections of the public.

- (c) Due to operational and resource constraints.

#### Recognition to SAIL as Infrastructure Industry

2205. SHRI CHITTA BASU: Will the Minister of STEEL be pleased to state:

- (a) whether the SAIL have since requested the Government to recognise the steel as an infrastructure industry; and

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

THE MINISTER OF STEEL AND MINISTER OF MINES (SHRI BIRENDRA PRASAD BAISHYA): (a) No, Sir.

- (b) Does not arise.

[Translation]

#### Exploitation of Unemployed Youth

2206. SHRI RAM KRIPAL YADAV: Will the Minister of LABOUR be pleased to state:

- (a) whether the Government are aware of the exploitation of the unemployed youth by security agencies;

- (b) if so, the details thereof;

- (c) whether most of the security agencies provide wages less than the minimum wages fixed by the Government; and

- (d) if so, the steps taken or proposed to be taken by the Government to check such exploitation of the labour by these security agencies?

THE MINISTER OF LABOUR (SHRI M. ARUNA-CHALAM): (a) to (d) The information is being collected and will be laid on the Table of the House.

[English]

#### New Telephone Exchanges

2207. SHRI CHINTAMAN WANGA: Will the Minister of COMMUNICATIONS be pleased to state:

- (a) number of new telephone exchanges waiting for the Government clearance during 1996-97, State-wise; and

- (b) the number of telephone exchange proposed to be opened during the year 1997-98, State-wise district-wise?

THE MINISTER OF COMMUNICATIONS (SHRI BENI PRASAD VARMA): (a) and (b) Information in respect of the question is being collected and will be placed on the Table of the Hon'ble House.

#### Modernisation of Airports

2208. SHRI CHHITUBHAI GAMIT:

SHRI MANGAT RAM SHARMA:  
SHRI SULTAN SALAHUDDIN OWAISI:  
SHRI BHAGWAN SHANKAR RAWAT:  
SHRI BHAKTA CHARAN DAS:  
SHRI PRABHU DAYAL KATHERIA:  
SHRI KODIKUNNIL SURESH:  
SHRI KRISHAN LAL SHARMA:

Will the Minister of CIVIL AVIATION be pleased to state:

- (a) whether keeping in view the heavy air traffic the Government propose to modernise the airports;

- (b) if so, the details of such airports; State-wise;

- (c) the type of modernisation work proposed to be undertaken, airport-wise;

- (d) the amount involved in the modernisation process of each of the airport;

- (e) the number of existing domestic and international airports in the country; and

- (f) the number and details of the airports proposed to be constructed during 1997-98?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) to (f) Upgradation and modernisation of airports and other infrastructural facilities is an ongoing process. Airports Authority of India has 5 international airports. 87 domestic airports and 28 Civil Enclaves under its control. Out of the above, during the Ninth Plan period, the following airports have been identified for upgradation:

For limited international operations: Ahmedabad, Aurangabad, Amritsar, Bhubaneshwar, Calicut, Coimbatore, Guwahati, Hyderabad, Jaipur, Lucknow, Mangalore, Madurai and Varanasi. For domestic operations: Agartala, Bagdogra (civil enclave), Bhopal, Bhuj (civil enclave), Bhavnagar, Dibrugarh, Gaya, Hassan, Imphal, Jabalpur, Jammu, Kanpur, Kargil, Lilabari, Porbandar, Port Blair (civil enclave), Raipur, Silchar (civil enclave), Tezpur (civil enclave), Tirupathi and Vijayawada.

In addition, upgradation of airports at Hubli and Belgaum and construction of new airports at Gulbarga and Cannanore are under consideration. Estimated expenditure during the next three years by AAI for upgradation of airports is as under:-

Year	Rs. in crores
1997-98	609.15
1998-99	666.37
1999-2000	753.29

**Favouritism by Doordarshan**

2209. SHRI NARAYAN ATHAWALAY: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government have received complaints regarding favouritism shown by Doordarshan to New Delhi Television Network;

(b) if so, the details thereof;

(c) the action taken/proposed to be taken against guilty officials;

(d) the number of cases taken up for investigation by CBI against Doordarshan officials during each of the last three years and outcome thereof; and

(e) the present status of each of such cases with number of cases disposed of during the said period?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) to (e) The information is being collected and will be laid on the Table of the House.

12.01 hrs.

(Interruptions)

SHRI A.C. JOS (IDUKKI): Mr. Speaker, Sir, the law and order situation in Kerala is very bad. ... (Interruptions)

MR. SPEAKER: Today is the Private Members' day.

(Interruptions)

MR. SPEAKER: Nothing will go on record. The cameras should be switched off.

(Interruptions)\*

MR. SPEAKER: Shri Jos, will you please sit down?

(Interruptions)

MR. SPEAKER: Let me say something. Please take your seat.

(Interruptions)

MR. SPEAKER: Nothing is going on record.

(Interruptions)\*

MR. SPEAKER: The cameras are off. You will not get any result. When I am standing the cameras are off and nothing is going on record. What is the purpose of your shouting?

(Interruptions)\*

MR. SPEAKER: please listen to me. Today is the Private Members' day. Normally we do not have Zero Hour on the day of the Private Members' Business.

(Interruptions)\*

\*Not recorded.

MR. SPEAKER: Why are you not listening to me? Please take your seat. Do you know that when the Speaker is on his legs you cannot stand up? Please read the rules and procedures.

(Interruptions)

MR. SPEAKER: Be patient. I am going to give a ruling now about the Motion of Shri Jaswant Singh. After that, I will allow Shri Pappu Yadav who was on a hunger strike. Though there is no Zero Hour today, I will allow him to make a submission. I will allow the Kerala matter.

(Interruptions)

MR. SPEAKER: I have promised to give him a chance.

(Interruptions)

SHRI ATAL BIHARI VAJPAYEE (LUCKNOW): Mr. Speaker, Sir, the situation in Andhra Pradesh about the murder of an A.B.V.P. worker in broad daylight has to be raised. A student leader was murdered in the hostel at Hyderabad, the Capital of the State of Andhra Pradesh. This is a very important matter and you will agree with me that if such things happen, they are to be raised on the floor of the House.

SHRI NIRMAL KANTI CHATTERJEE (DUMDUM): Mr. Speaker, Sir, the Railway Minister has agreed to make a statement about the train decoity. I spoke to him also.

(Interruptions)

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): Mr. Speaker, Sir, the Papers can be laid now. ... (Interruptions)

MR. SPEAKER: Nothing is going on record.

(Interruptions)

MR. SPEAKER: Nobody is hearing it. Nothing is going on record. The cameras are off.

(Interruptions)\*

MR. SPEAKER: Please, Shri Rudi, has Parliament to discuss the same issue every day, every month and the whole year? This is Parliament of India. What is this? There is a limit.

(Interruptions)

MR. SPEAKER: This is too much.

(Interruptions)

MR. SPEAKER: It is a sheer act of indiscipline. You should be ashamed.

(Interruptions)

MR. SPEAKER: Do you understand what I am saying?

\*Not recorded.

*(Interruptions)*

MR. SPEAKER: You go on doing like this. I am not going to adjourn. I am not going to listen. All the cameras are off. Nothing is going on record.

*(Interruptions)\**

MR. SPEAKER: I will not allow the Minister to make any statement. You do not deserve any statement from the Minister.

*(Interruptions)*

MR. SPEAKER: I will not allow the Minister to make any statement. You do not deserve it.

*(Interruptions)*

12.08 hrs.

#### RULING BY SPEAKER

##### **RE: Admissibility of Notices of Motion Under Rule 184 For Recall of Governor of Uttar Pradesh**

MR. SPEAKER: Member may recall that I had given my ruling on 26 February, 1997, on notices of motion under rule 184 for recall of the Governor of Uttar Pradesh *Inter alia* on the ground of deteriorating law and order situation in Uttar Pradesh and had admitted a Short Duration Discussion under Rule 193.

Shri Jaswant Singh gave another notice of motion under rule 184 on 27 February, 1997 for recall of the Governor of Uttar Pradesh on the ground of his disagreement with the Union Home Minister's assessment of the deteriorating law and order situation in Uttar Pradesh. Subsequently on 28 February, 1997, Shri Atal Bihari Vajpayee and Shri Pramod Mahajan gave identical notices of motion under rule 184. Shri Murli Manohar Joshi also gave a notice under rule 184 on 28 February, 1997 on similar grounds.

These notices are based on subsequent developments in which the Governor of Uttar Pradesh is reported to have stated publicly that he had spoken to the Prime Minister who was quite satisfied with the law and order situation in Uttar Pradesh. It has also been reported that the Chief Secretary, Uttar Pradesh has expressed shock and surprise on the newspaper reports from New Delhi regarding the law and order situation in Uttar Pradesh. Reports about these developments were also referred to in the debates in the House on 3 March, 1997.

Shri Jaswant Singh while seeking to raise the issue on the floor of the House on 3 March, 1997 and earlier on 28 February, 1997 tried to drive home the point that the disagreement between the Union Home Minister and the Governor of the State regarding the assessment of law and order situation was a matter of grave concern which warranted a discussion under rule 184 rather than a Short

Duration Discussion under rule 193 as ruled by me on 26 February, 1997. Several other Members also expressed their views on the matter.

The thrust of the arguments of the Members, who demanded that the Motion under Rule 184 be admitted, was that it is a very alarming situation indeed where the Governor of a State, who has been described as "a part of the State apparatus" and who has "a duty to report to the Union", is publicly contradicting and controverting the statement made by the Home Minister of the Union Government on the floor of the House. It was also emphasised in the arguments that the Chief Secretary of the State, who acts directly under the control of the Governor during the President's Rule in the State, has chosen to express shock and surprise at the New Delhi reports regarding deteriorating law and order situation in Uttar Pradesh. It was, therefore, argued that a situation had arisen in which the Governor had acted in a manner that impeded the executive power of the Union Government, justifying a discussion on the conduct of the Governor.

The Members who have opposed the admission of the notices under Rule 184, too felt that the issue was serious, and the Government should clarify its stand on whether or not it was satisfied with the situation in Uttar Pradesh. They, however, have felt that a Short Duration Discussion on the law and order situation in Uttar Pradesh which had already been admitted would serve the purpose. The hon. Minister of Parliamentary Affairs, Shri Srikanta Jena, while intervening in the discussion on 3rd March, 1997 observed:

"Perceptions differ. Sitting here in Delhi, I will have a perception about the law and order situation in Uttar Pradesh or in any other State. But the Governor has also got a right to submit to the Government of India about his perception regarding the law and order situation obtaining in Uttar Pradesh.

I have also since received a fax communication dated 5th March, 1997 from the Governor of Uttar Pradesh, in which he has stated as under:

"The law and order situation in Uttar Pradesh is under discussion in Parliament. In this regard, I would like to clarify that I hold the hon. Home Minister in high respect. He is an outstanding and distinguished Parliamentarian. When asked by the Press about the law and order situation, I merely revealed the statistics and information in my possession. I am arranging to separately submit to you all facts in a document. It was in no way to either contradict or criticise the hon. Home Minister. There was no intention to show any disrespect to him.

May I also reiterate that Parliament is the guardian of our Constitution. I am totally committed to abide by the Constitution and the decisions of Parliament. There can be no question of any disregard or disrespect to this august Body."

\*Not recorded.



I have very closely followed the discussions in the House on the subject of the recall of Uttar Pradesh Governor from the time the initial notices under Rule 184 from the hon. Members in the Opposition were taken up for consideration. I have also taken stock of the substance of all arguments for and against the issue from the beginning. I have particularly taken note of, and studied, the statements made by the Union Minister of Home Affairs and the Union Minister of Parliamentary Affairs and the reported observations of the Governor of Uttar Pradesh that the hon. Prime Minister is satisfied with the law and order situation in Uttar Pradesh, which have not been denied so far. Having done this, I hold, with due respects to all concerned, that the voice from the Treasury Benches has not been unanimous. Lack of this unanimity of voice in the Treasury Benches in this regard is a matter of very serious concern, which is inconsistent with the principle of collective responsibility of the Council of Ministers to the House, as spelt out in Article 75 (3) of the Constitution. This responsibility is joint and indivisible. The matter is especially grave considering that Uttar Pradesh is the most populous State in the country and law and order situation therein has implications for the country as a whole.

I have also noted the assurance given by the Governor of Uttar Pradesh in his communication addressed to me that he holds the Home Minister in high respect and that it was not his intention to contradict or criticise the Home Minister when he revealed to the Press the statistics and information in his possession.

The assurance given by the Governor is, no doubt, welcome but the fact remains that he has not specifically, and in clear terms, denied the remarks attributed to him in the Press reports about which a reference has been made in the House.

On the contrary, he has reiterated that he had merely revealed to the press the statistics and information in his possession. Law and order situation is not a mere matter of statistics of number of lives lost, even as each human life is valuable. The overall situation does not detract from the fact of emergence of discordant notes and mixed and confusing signals from the Government side on the law and order situation in U.P.

The Government and the House owe it to the people of our country in general, and of U.P. in particular, to assess the situation through objective discussions. A discussion on the law and order situation in the State is bound, even if indirectly, to lead to a discussion on the conduct of the Governor which, under the rules, cannot be allowed except on a substantive motion under Rule 184.

In the circumstances, after giving a careful thought to all aspects of the matter, I admit the notices of motion under Rule 184.

12.16 hrs.

#### PAPERS LAID ON THE TABLE

[English]

**Annual Reports, Annual Accounts and Review on the working of the film and Television Institute of India, Pune for the year 1995-96 etc.**

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): I beg to lay on the Table:

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Film and Television Institute of India, Pune, for the year 1995-96.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Film and Television Institute of India, Pune, for the year 1995-96, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Film and Television Institute of India, Pune, for the year 1995-96.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.
- (3) A copy of the Annual Report (Hindi and English versions) of the Press Council of India, New Delhi, for the year 1995-96, alongwith Audited Accounts.
- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library. See No. LT<sup>1</sup>1474/97]

[Placed in Library. See No. LT 1475/97]

12.16 1/2 hrs.

[English]

#### RULES COMMITTEE

##### Second Report

PROF. P.J. KURIEN (MAVELIKARA): I beg to lay on the Table, under sub-rule (2) of rule 331 of the Rules of Procedure and Conduct of Business in Lok Sabha, the Second Report (Hindi and English versions) of the Rules Committee.

12.17 hrs.

## MOTION UNDER RULE 388

## Suspension of Rule 331 (1)

[English]

SHRIMATI GEETA MUKHERJEE (PANSKURA): Mr. Speaker, Sir, thank you for permitting me to move the motion. I beg the indulgence of the House to explain in two minutes why I have tabled the motion and why I want your support. Day after tomorrow, the 8th March is the International Women's Day. But unfortunately that day being a holiday, our House will not be in Session. This report which has been laid here deals with the setting up of a Committee which is supposed to exhaustively deal with all measures taken for the welfare and the dignity of women by the Union Government. Therefore, I want that this Report of the Rules Committee be adopted by the House today itself as a present of the House to the women on the occasion of International Women's Day.

With this introduction, I beg to move:-

"That this House do suspend part of Rule 331 (1) of the Rules of Procedure and Conduct of Business in Lok Sabha in so far as it provides for laying of the recommendations of the Rules Committee on the Table of the House for a period of seven days, to enable members to give notice of amendments to such recommendations together with consequential provisions to this extent in Rule 331 (2) and (3) in their application to the laying of the Second Report of the Rules Committee."

MR. SPEAKER: The question is:

"That this House do suspend part of Rule 331 (1) of the Rules of Procedure and Conduct of Business in Lok Sabha in so far as it provides for laying of the recommendations of the Rules Committee on the Table of the House for a period of seven days, to enable members to give notice of amendments to such recommendations together with consequential provisions to this extent in Rule 331 (2) and (3) in their application to the laying of the Second Report of the Rules Committee."

*The motion was adopted.*

## Motion RE: Second Report of the Rules Committee

12.20 hrs.

[English]

SHRIMATI GEETA MUKHERJEE (PANSKURA): I beg to move:

"The this House do agree with the Second Report of the Rules Committee laid on the Table on 6 March, 1997."

MR. SPEAKER: The question is:

"That this House do agree with the Second Report of the Rules Committee laid on the Table on 6 March, 1997."

*The motion was adopted.*

[English]

SHRIMATI GEETA MUKHERJEE (PANSKURA): I thank the House. I thank you for this very important present to us, the women, on the occasion of International Women's Day.

SHRI A.C. JOS (IDUKKI): Sir, kindly permit us to make a submission. Two of our MLAs are under arrest.

MR. SPEAKER: I will allow you after the Submission is over.

*(Interruptions)*

MR. SPEAKER: I will allow you. I have already told you.

12.21 hrs.

## BUSINESS OF THE HOUSE

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): With your permission, Sir, I rise to announce that Government Business during the week commencing Monday, the 10th March, 1997 will consist of:-

1. Consideration of any item of Government Business carried over from today's Order Paper.
2. Discussion on the Statutory Resolution seeking disapproval of the National Environment Appellate Authority Ordinance, 1997 and consideration and passing of the National Environment Appellate Authority Bill, 1997.
3. General Discussion on General Budget for 1997-98.
4. Discussion and Voting on:-
  - (a) Demands for Grants on Account (General) for 1997-98.
  - (b) Supplementary Demands for Grants (General) for 1996-97.
  - (c) Demands for Excess Grants (General) for 1994-95.
5. General Discussion on Uttar Pradesh Budget for 1997-98
6. Discussion and Voting on:-
  - (a) Demands for Grants on Account (Uttar Pradesh) for 1997-98.
  - (b) Supplementary Demands for Grants (Uttar Pradesh) for 1996-97.

7. Discussion on the Statutory Resolutions seeking disapproval of the following Ordinances and consideration and passing of the Bills replacing these Ordinances:-

- (a) The Income Tax (Second Amendment) Ordinance, 1997.
- (b) The Reserve Bank of India (Amendment) Ordinance, 1997. Thank you, Sir.

SHRI NIRMAL KANTI CHATTERJEE (DUMDUM): Sir, you have upheld that Motion moved by Shrimati Geeta Mukherjee. But you are not announcing the date.

MR. SPEAKER: It will be taken up next week. Today is the last day of this week.

SHRI NIRMAL KANTI CHATTERJEE: This should be part of next week's Business. The Point is that this Motion has been admitted. The Bill for Women Representation should be taken up next week.

MR. SPEAKER: It will be taken up next week. The Business Advisory Committee will decide about it.

SHRI NIRMAL KANTI CHATTERJEE: As I told you earlier, this should be part of the next week's Business...*(Interruptions)*

SHRI SONTOSH MOHAN DEV (SILCHAR): It should not be on either Monday or Tuesday because our Members will come back from *Mahashivratri* after that.

SHRI NIRMAL KANTI CHATTERJEE: Will *Shivratri* extend for three days?

SHRI SONTOSH MOHAN DEV: You may not have belief in God...*(Interruptions)*

SHRI NIRMAL KANTI CHATTERJEE: Will you celebrate it for three days?...*(Interruptions)*

MR. SPEAKER: It is not taken up on Monday.

*[Translation]*

SMT. SUSHMA SWARAJ (SOUTH DELHI): This session of Parliament will be over on 21st March. No time has been allocated for Women Reservation Bill in this session.

*(Interruptions)*

*[English]*

MR. SPEAKER: It is coming up in the Business Advisory Committee Meeting. It will be decided in the next Business Advisory Committee Meeting.

*[Translation]*

SMT. SUSHMA SWARAJ: No time has been allocated for Women Reservation Bill.

*[English]*

MR. SPEAKER: I have promised that it will be decided in the Business Advisory Committee Meeting.

*[Translation]*

SMT. SUSHMA SWARAJ: When this Bill would be introduced.

*[English]*

MR. SPEAKER: I have promised that it will be placed before the Business Advisory Committee. I am sure, the Government will agree to that.

Now Submissions for the next week's business.

SHRI UDDHAB BARMAN (BARPETA): Sir, the following items may be included in the next week's agenda:-

1. To make necessary measures to control flood and erosion of river Brahmaputra and its tributaries as well as to utilize the water resources in Assam for power generation and irrigation.
2. Measures for improvement of inland water transport facilities along river Brahmaputra through Bangladesh.

SHRI P.C. THOMAS (MUVATTUPUZHA): Sir, the following items may be included in the next week's agenda:-

1. India's firm rights over entire Jammu and Kashmir.
2. Serious situation developing in various parts of the country by ruling parties using police to ransack Offices of Adversary Political Parties.

*[Translation]*

PROF. RASA SINGH RAWAT (AJMER): Mr. Speaker, Sir, the following items may be included in the next week's agenda:

1. To set up a high-power H.P.T. T.V. relay centre at Taragarh hill in the internationally renowned city of Ajmer in Rajasthan which has already been cleared by the Government and assured in by the Parliament.
2. To set-up the headquarters of newly created railway zone in Rajasthan in the city of Ajmer in view of the adequate resources available there.

SH. K.D. SULTANPURI (SHIMLA): Mr. Speaker, Sir, the following items may be included in the next week's agenda:

1. To nominate women candidates in every cantonment board in Himachal Pradesh till an amendment is made in law in this respect and to enact a law therefor.
2. To declare the tribal belt of Giripar, District-Sirmore and Radu and Choupal in Himachal Pradesh as tribal areas so that people living there can get the benefits available to the tribal people in the hilly areas of Uttar Pradesh, as they have got the same culture.

SHRI CHAMAN LAL GUPTA (UDHAMPUR): Sir, the following items may be included in the next week's agenda:

1. An Ex-gratia grant of Rs. one lakh to each of the families affected by terrorism in district Doda and immediate employment to at least, one member of these families;
2. To solve the drinking water problem in Katra and Vaishno Devi Shrine which is visited by 50 lakh pilgrims every year.

SHRI SHIVRAJ SINGH (VIDISHA): Mr. Speaker, Sir, the following items may be included in the next week's agenda:

1. To discuss the need to check the increasing naxalite activities in Baster, Balaghat and Rajnandgaon districts of Madhya Pradesh.
2. Discussion on the increasing power crisis in the country, particularly in Madhya Pradesh.

[English]

SHRI HARADHAN ROY (ASANSOL): Sir, the following items may be included in the next weeks' agenda:-

1. To discuss the need to expedite the process for modernisation and expansion of IISCO's Burnpur Works.
2. To discuss the need for revival of Cycle Corporation of India, MAMC, Bharat Ophthalmic Glass Ltd. (BOGL), Jeshoph, Burn Standard Company Ltd.

[Translation]

SHRI GIRDHARI LAL BHARGAVA (JAIPUR): Mr. Speaker sir, the following items may be included in the next week's agenda:-

1. to resume the mining in 350 mines located in the nearby areas of Jaipur which has rendered thousands of SC/ST people jobless.
2. Immediate abrogation of article 45(s) of Reserve Bank of India as the same is creating trade obstacles for traders.

[English]

SHRI MEHBOOB ZAHEDI (KATWA): Sir, the following items may be included in the next week's agenda:

1. To discuss the need to promote Indian system of medicine, viz. Homoeopathy, Unani, Ayurvedic and Siddha in Indian Railway and provide these doctors with the modern system of medicine and all benefits and facilities.
2. To discuss the need to celebrate birth centenary of great poet Nazrul Islam and extend financial help to the Nazrul Academy at Kabirirtha Churulia.

[Translation]

SHRI VIRENDRA KUMAR SINGH (AURANGABAD): Sir, the following item may be included in the next week's agenda:

To discuss the demand for including the coal based Thermal Power Project, Nabinagar in the ninth Five Year Plan for solving the power problem in Bihar.

[Translation]

SHRI RAJESH RANJAN *Alias* PAPPU YADAV (PURNIA): Mr. Speaker, Sir Thank you very much for having paid attention towards Bihar and for giving me a chance to speak. One week ago I had given certain information to the House in respect of jute and sugarcane in Bihar wherein I had highlighted two important things.

The constituency which I represent is the largest jute growing area in north Bihar bordering Nepal and Bengal the area from western Champaran to Vitarwa in North Bihar adjoining the border of Nepal is the largest sugarcane growing area. I have to make two main points in respect of sugarcane and jute in Bihar.

Few days ago during his visit to Kishanganj the hon'ble Prime Minister had made an announcement in respect of a package for jute crop. He had said that he would announce the minimum supporting price for jute within one week. I had told him at the Purnia airport that prices of Jute vary between Rs. 600, Rs. 650 and Rs. 700 per quintal. The administered price of jute by the Government is Rs. 700 but J.C.I. is not procuring jute at the same price since JCI is lying closed, it is directly being purchased by the traders. If J.C.I. starts its buy back then it would provide great relief to the farmers. Last year the same jute was purchased at the rate of Rs. 1700 per quintal but this year its prices has come down to Rs. 700 per quintal.

MR. SPEAKER: Please, conclude now.

SHRI RAJESH RANJAN *Alias* PAPPU YADAV: I will conclude very soon. I want that the supporting price of jute should be declared at least Rs. 1600 per quintal for last year it was sold Rs. 1700 per quintal. My another point is in respect of sugarcane. In my neighbouring State, Uttar Pradesh, the price of sugarcane is Rs. 73 per quintal. Against this, an agitation was launched in Reega Sugar mill in Sitamarhi, and in Madhubani and Betia. But the farmers in Bihar are getting only Rs. 53 to 58 per quintal. That, too has not been paid to the farmers for the last four years. The casual labourers are not getting their daily wages. I have demanded many a time and told that the States of Haryana, Maharashtra are giving Rs. 80 and Rs. 100 per quintal respectively and our neighbouring State is giving Rs. 73 per quintal but the Government has so far, paid no attention towards this demand. Every body in this House wants the development of Bihar and we all are concerned about the farmers of Bihar then why no attention is being paid towards the farmers and workers of Bihar. Mr. Speaker, Sir, I through you, want to draw the attention of the Government towards this issue. These all matters pertain to Bihar. Nobody has taken them seriously. I personally request you to look into it.

[English]

MR. SPEAKER: I think, it is enough, Please conclude now.

SHRI RAJESH RANJAN *Alias* PAPPU YADAV: Yes, Sir.

MR. SPEAKER: Paswanji, please attend to his grievance. Yadavji, kindly bring it to the notice of the hon. Railway Minister.

SHRI RAM VILAS PASWAN: Sir, I was there along with the Prime Minister.

[Translation]

SHRI RAJESH RANJAN *Alias* PAPPU YADAV: The area of Central Bihar is quite vast. The Himmat Nagar-Punpun, Marohar irrigation project should be included in Namani Irrigation project. For this, I have requested the hon. Prime Minister also. In these areas, about one lakh and twenty thousands acres of land lacks irrigation facilities. Nobody has taken note thereof. I have discussed the issue of Himmat Nagar-Punpun-Marohar Irrigation Project with Shri Janeshwar Mishra ji also but he too gave me a false assurance. I had brought this matter to the notice of earlier minister also but he too did nothing. The foundation stone of the project was laid by the Bihar Government. The Government of India has invested the money but the project has not been completed. I request you to give a ruling on it. Yesterday I was on hunger strike but I broke it just because of you. Had not you approached me, I would not have broken it. But if you don't give your ruling on it, I will again go on hunger strike. Yesterday, the House witnessed much hue and cry over the incident of train decoity in Bihar. Who are behind it, I have given the names of ten persons in this regard.

[English]

MR. SPEAKER: It is all right. Please conclude now.

(Interruptions)

MR. SPEAKER: What is this Prof. Kurien and Shri Jos? When I told you that chance to raise your points, why are you standing like this? You must have a little patience. You are elderly people, experienced people.

(Interruptions)

MR. SPEAKER: It is enough, Shri Yadav, Please conclude. Please sit down now.

[Translation]

SHRI RAJESH RANJAN *Alias* PAPPU YADAV: We should have a discussion on that issue also. Who are behind this incident let us unveil their faces. I want your ruling on this issue also.

MR. SPEAKER: I asked Shri Paswan ji and he told me that he was accompanying the Prime Minister. It seems to me as if you did not listen him.

SHRI RAJESH RANJAN *Alias* PAPPU YADAV: Apart from these, I would like to draw your attention towards a L.P.G. bottling plant and a T.V. Tower in Purnia which require your immediate attention.

SHRI ATAL BIHARI VAJPAYEE (LUCKNOW): Mr. Speaker, Sir, I am very-very thankful to you for giving me this chance to raise an important issue. In many parts of the country, Naxalites have stepped-up their violent activities. Apart from Andhra Pradesh, Maharashtra, Karnataka and certain parts of Madhya Pradesh are also affected by their violent activities. These activities have increased very fast in Andhra Pradesh. The latest example in this regard is the killing of a student leader in the broad daylight which has taken place in a Usmania University Hostel in Hyderabad, the capital of Andhra Pradesh. At the time of Killing, that student was in his hostel. His name was Shri Reddy. He was an active leader of the Akhil Bhartiya Vidyarthi Parishad. He was shot dead while talking to a journalist. That journalist has also received bullet injuries. Shri Reddy fought with courage. But the number of killers were far more than him and they had attacked him suddenly. Reddy was killed. This has created resentment in the entire Andhra Pradesh. The youths are very much agitated in that city. my submission is that the Government should hold some discussions with the Chief Ministers of those States which are affected by the Naxalite activities and work out some strategies in consultation with those states to encounter the naxalite activities so that killing of the innocent students is checked ...*(Interruptions)*

[English]

MR. SPEAKER: One of you should speak. If all the three of you want to speak together, how can you speak?

SHRI KODIKUNNIL SURESH (ADOOR): I would like to invite the attention of this House of the unruly behaviour of the police under the Left Democratic Front Government in Kerala. During the last one week the law and order situation in Kerala has gone from bad to worse. The police resorted to *lathicharge* on the peaceful protest march and *dharna* organised by the United Democratic Front workers and leaders against the unlawful detention of Shri Oommen Chandy, MLA while sitting on a *dharna*. He is now fasting in the hospital ...*(Interruptions)*

12.38 hrs.

(MR. DEPUTY-SPEAKER in the Chair)

MR. DEPUTY-SPEAKER: Please allow him to speak. He has already been allowed by the hon. Speaker. Please allow him to continue.

(Interruptions)

MR. DEPUTY-SPEAKER: Gentlemen, please sit down.

(Interruptions)

MR. DEPUTY-SPEAKER: Gentlemen, allow him to speak.

SHRI KODIKUNNIL SURESH: The police lathicharged mercilessly on a peaceful protest march wherein more than thirty UDF workers including two MLAs-Shri Tiruvanchur Radhakrishnan and Shri Adoor Prakash-and also the District Youth Congress President and local leaders are seriously injured and are hospitalised in a critical condition.

Shri Ramesh Chennithala, who is a Member of this august House, is also sitting on a 24 hour fast at Kottayam against the police atrocities. ...*(Interruptions)*

MR. DEPUTY-SPEAKER: Hon. Speaker has allowed him. Hon. Speaker did allow him to speak.

SHRI KODIKUNNIL SURESH: I, therefore, urge upon the hon. Home Minister to make a statement on this unruly behaviour of the police under the LDF Government during the last one week and also about the law and order situation in Kerala ...*(Interruptions)*

MR. DEPUTY-SPEAKER: Even before I took the Chair, he was on his legs.

SHRI KODIKUNNIL SURESH: I request the Central Government to dismiss the LDF Government in Kerala and impose President's rule in the State. The situation is very serious and calls for immediate action. ...*(Interruptions)*

MR. DEPUTY-SPEAKER: You had your full say. Please sit down.

*(Interruptions)*

MR. P.C. THOMAS (MUVATTUPUZHA): Sir, they have been taken away from the party office and put in jail.

SHRI BASU DEB ACHARIA (BANKURA): Sir, law and order is a State subject and it cannot be allowed here. It should not be allowed. ...*(Interruptions)*

SHRI KODIKUNNIL SURESH: The situation in Kerala is very serious ...*(Interruptions)*

MR. DEPUTY-SPEAKER: Nothing will go on record now.

*(Interruptions)\**

12.41 hrs.

*(At this stage, Shri Kodikunnil Suresh came and stood on the floor near the Table.)*

*(Interruptions)*

12.41 1/4 hrs.

*(At this stage, Shri Kodikunnil Suresh went back to his seat.)*

*(Interruptions)*

MR. DEPUTY-SPEAKER: Nothing is going on record.

*(Interruptions)\**

MR. DEPUTY-SPEAKER: Please take your seats now.

*(Interruptions)*

*[Translation]*

MR. DEPUTY-SPEAKER: Only twenty minutes are left. If you want, you can utilize this time.

*[English]*

It is up to you to decide whether to utilise it or whatever you want to do.

*(Interruptions)*

SHRI SOMNATH CHATTERJEE (BOLPUR): Sir, may I make a submission? May I make a request to my hon. friend? I find that...*(Interruptions)*

MR. DEPUTY-SPEAKER: Let Shri Chatterjee say something.

*(Interruptions)*

*[Translation]*

MR. DEPUTY-SPEAKER: Listen, it is not mandatory for the Minister to reply to the points raised during Zero Hour.

*[English]*

It is his option; he may reply or he may not.

*(Interruptions)*

SHRI SOMNATH CHATTERJEE: Sir, what I was respectfully submitting was this. I find that our hon. friends from Kerala ...*(Interruptions)*

PROF. P.G. KURIEN (MAVELIKARA): Why do you not allow me? After hearing me, you can react.

SHRI SOMNATH CHATTERJEE: I am trying to help you.

PROF. P.J. KURIEN (MAVELIKARA): What I respectfully submit is that it is not a law and order question alone. ...*(Interruptions)*

MR. DEPUTY-SPEAKER: Nothing will go on record now.

*(Interruptions)\**

MR. DEPUTY-SPEAKER: Please sit down. Hon. Members, I request you to please sit down.

*(Interruptions)*

MR. DEPUTY-SPEAKER: Please sit down.

*(Interruptions)*

MR. DEPUTY-SPEAKER: Please sit down.

(Interruptions)

MR. DEPUTY-SPEAKER: Please sit down first. I will allow you thereafter.

(Interruptions)

MR. DEPUTY-SPEAKER: Sit down, Mr. Hazarika may please speak now.

(Interruptions)

MR. DEPUTY-SPEAKER: Prof. Kurien, you may please speak now.

(Interruptions)

PROF. P.G. KURIEN: Sir, I would like to submit that it is not just a law and order problem in Kerala. There the freedom of functioning of political parties is at stake. ... (Interruptions) Sir, those hon. Members can react after I make my submission. I have no objection to that. ... (Interruptions)

MR. DEPUTY-SPEAKER: Mr. K. Suresh, please do not display the paper.

(Interruptions)

MR. DEPUTY-SPEAKER: Nothing will go on record.

(Interruptions)\*

MR. DEPUTY-SPEAKER: Hon. Members, still ten minutes are left. You please utilise them for Zero Hour.

(Interruptions)

MR. DEPUTY-SPEAKER: The House stands adjourned till 2 p.m.

12.50 hrs.

*The Lok Sabha then Adjourned for  
Lunch till Fourteen of the Clock.*

14.07 hrs.

[English]

*The Lok Sabha re-assembled after  
Lunch at Seven Minutes past  
Fourteen of the Clock.*

(MR. DEPUTY-SPEAKER In the Chair)

(Interruptions)

KUMARI MAMATA BANERJEE (CALCUTTA SOUTH):  
Sir, the Railway Minister is not present here ... (Interruptions)

[Translations]

SHRI JAGAT VIR SINGH DRONA (KANPUR):  
Mr. Deputy-Speaker, Sir, the discussion on the Rail Budget is likely to start but the Railway Minister is not present here.

MR. DEPUTY-SPEAKER: He is a 'petty' Minister.

(Interruptions)

MR. DEPUTY-SPEAKER: One Minute, please listen to me. The Railway Minister has gone somewhere to do some work with the permission of the Speaker. He will be back very soon.

KUMARI MAMATA BANERJEE: He has gone to have his food.

(Interruptions)

[English]

14.09 hrs.

#### RAILWAY BUDGET 1997-98

#### DEMANDS FOR GRANTS ON ACCOUNT (RAILWAYS) 1997-98

#### DEMANDS FOR EXCESS GRANTS (RAILWAYS) 1994-95

#### DEMANDS FOR SUPPLEMENTARY GRANTS (RAILWAYS) 1996-97

MR. DEPUTY-SPEAKER: The House will now take up Item Nos. 5 to 8 together on Railway Budget. The time allotted for this is nine hours.

Motion moved:

"That the respective sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India, on account, for or towards defraying the charges during the year ending the 31st day of March, 1998, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 16"

*Demands for Grants on Account (Railways) for 1997-98 submitted to the Vote of the Lok Sabha.*

No. of Demand	Name of Demand	Amount of Demand for Grants on Account submitted to the Vote of the House
1	2	3
1.	Railway Board	6,00,76,000
2.	Miscellaneous Expenditure (General)	28,23,30,000

1	2	3
3.	General Superintendence and Services on Railways	201,62,50,000
4.	Repairs & Maintenance of Permanent Way & Works	392,87,93,000
5.	Repairs & Maintenance of Motive Power	222,81,85,000
6.	Repairs & Maintenance of Carriages and Wagons	405,15,66,000
7.	Repairs & Maintenance of Plant and Equipment	209,22,22,000
8.	Operating Expenses-Rolling Stock & Equipment	319,90,98,000
9.	Operating Expenses-Traffic	1324,39,10,000
10.	Operating Expenses-Fuel	744,69,11,000
11.	Staff Welfare & Amenities	147,21,59,000
12.	Miscellaneous Working Expenses	182,75,71,000
13.	Provident Fund, Pension and other retirement benefits	418,84,00,000
14.	Appropriation to Funds	1177,66,67,000
15.	Divident to General Revenues, Repayment of Loans taken from General Revenues and Amortization of Over-Capitalization	4,28,11,000
16.	Assets-Acquisition, Construction and Replacement	
	Revenue	7,50,00,000
	Other Expenditure	
	Capital	1608,67,21,000
	Railway Funds	682,59,67,000
Total		8084,46,37,000

MR. DEPUTY-SPEAKER: Motion moved:

"That the respective supplementary sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund to defray the charges that will come in course of payment during the year ending the 31st day of March, 1997, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 1 to 4, 6 to 8, 11, 13 and 16."

*Supplementary Demands for Grants (Railways) for 1996-97 submitted to the vote of the Lok Sabha.*

No. of Demand	Name of Demand	Amount of Demand for Grants submitted to the Vote of the House (in Rs.)
1	2	3
1.	Railway Board	1,16,30,000
2.	Miscellaneous Expenditure (General)	3,45,39,000
3.	General Superintendence and Services on Railways	22,61,44,000
4.	Repairs & Maintenance of Permanent Way & Works	56,35,56,000
6.	Repairs & Maintenance of Carriages and Wagons	60,16,39,000
7.	Repairs & Maintenance of Plant and Equipment	27,95,89,000
8.	Operating Expenses-Rolling Stock & Equipment	79,68,35,000
11.	Staff Welfare & Amenities	8,66,97,000
13.	Provident Fund, Pension and other retirement benefits	135,54,68,000
16.	Assets-Acquisition, Construction and Replacement	
	Revenue	
	Other Expenditure	
	Capital	1,000
	Railway Funds	304,73,32,000
Total		700,34,30,000

MR. DEPUTY-SPEAKER: Motion moved:

"That the respective excess sums not exceeding the amounts shown in the third column of the Order Paper be granted to the President of India out of the Consolidated Fund of India to make good the excess on the respective grants during the year ended on the 31st day of March, 1995, in respect of the following Demands entered in the second column thereof.

Demands Nos. 8, 14 & 16\*.



*Demands for Excess Grants (Railways) for  
1994-95 submitted to the Vote of the Lok Sabha*

No. of Demand	Name of Demand	Amount of Demand for submitted to the Vote of the House
1	2	3
8.	Operating Expenses-Rolling Stock & Equipment	1,57,81,798
14.	Appropriation to Funds	366,39,46,659
16.	Assets-Acquisition, Construction and Replacement	
	<i>Other Expenditure</i>	23,53,27,736
	Capital	
	<b>Total</b>	<b>391,50,56,193</b>

[Translation]

SHRI PRAMOD MAHAJAN (MUMBAI-NORTH EAST): Mr. Deputy Speaker, sir, today we are going to start discussion on the Rail Budget but the Railway Minister is conspicuous by his absent. I have got no objection thereto for if the Engine Driver is not available but the Guard is, we can have the discussion in the presence of the Minister of State also.

MR. DEPUTY SPEAKER: Assistant Driver is available.

SHRI PRAMOD MAHAJAN: Though his railway budget was to be discussed from Monday and about 72 hours...

MR. DEPUTY SPEAKER: Not from the last Monday but from the next Monday.

SHRI PRAMOD MAHAJAN: I am standing on the platform of Parliament....

MR. DEPUTY SPEAKER: When train comes late, Budget also comes late.

SHRI PRAMOD MAHAJAN: But there is nothing in it to feel surprised because when the printing is delayed by 48 hours, discussion is bound to delay by 72 hours. Mr. Deputy Speaker, Sir, sometimes coming to this House seems as if we are going to attend a hearing in the court where it is only 5.00 P.M. in evening we are told that the hearing has been postponed for tomorrow. This is also something like that. Now I am gradually starting this discussion from Monday.

Mr. Deputy Speaker, sir, the Indian Railways is one of the biggest public undertakings in India and it is also the biggest job providing organisation in our country. In his speech, the Railway Minister has time and again made references the problems and difficulties and resource crunch being faced by the Railways. He has made an attempt to place his faults on the Planning Commission

and Ministry of Finance. It is regretted that no where in his speech he has shown any determination meet the challenges being faced by the Railways and turn them into opportunities. Today the Indian Railways are faced with seven major challenges. The first challenge is to convert the Railways into commercial and public welfare organization. Though we discuss the Railway Budget every year but we never discuss as to what should be the role of Railways in our national transport policy. We do not discuss as to what contribution can be made by the Railways in this respect-this is the second challenge.

Mr. Deputy Speaker, sir, the third Challenge is as to what are the responsibilities and role of the railways in our national development? The fourth challenge is as to how we can make our financial and management efficient? The fifth challenge is in respect of energy. The railways are primarily using three kinds of energies i.e. power, diesel and coal. There should be proper and just availability of these three assets for Railways so that it can perform its' role perfectly.

Mr. Deputy Speaker sir, As I have said at the beginning that the Railways are the target job providing organisation and the Minister of Railways had very proudly affirmed this fact that day. This is quite true that 40 per cent of the total Government employees in India are engaged in the Railways. There are 16 lakh employees in the Railways. One crore and ten lakh passengers travel every day by the rails. If we just do a little calculation, it comes to one employee serving to seven passengers out of these 110 lakh passengers, nearly 55 lakh passengers one from Bombay alone. I don't remember the exact number of employees in Bombay but so far as can I guess, there are 2 1/2 to 3 lakh employees in Bombay. If this number is deducted then there remains 13 lakh employees for the rest of the 55 lakh passengers. If passengers are to be counted, one employees is serving four passengers. Optimum utilisation of the potential of these 16 lakh employees is the sixth challenge for the Railway.

Many a time during his speech, the Railway Minister dwelt on the need of the construction of more railway links. What are basis for construction of the Railway lines? Whether the Railway lines should be constructed under the national transport policy or they should be constructed under the policy of national development? Whether the rail lines should be constructed to make the railway convenient for public or it should be constructed on political considerations? What should be the basis of their constructional extension and doubling? This is the seventh challenge which I was thinking of before the start of discussion on Railway Budget. But unfortunately, these challenges have not been referred to at all in the Railway Budget. I am not sure whether the Railway Minister ever thinks of these challenges? The Rail Budget is quite silent over these needs.

The Railways Minister, while delivering his speech on the Railway Budget, said on the outset that they want to the Railways not only as a commercial organization but

[Shri Pramod Mahajan]

also as an effective welfare organization for development of backward areas.

I want to relate these lines of the Railway Minister with the lines mentioned in the Railways ninth Five Year Plan which is as follows-

[English]

"The imperative of striking balance between Railway's dual role, as a public utility service on onehand and commercial enterprise to be run on the sound business principles on other hand, constitutes the major challenge of investment planning."

[Translation]

I don't find the above lines read out by the Railway Minister and the lines mentioned in the railway's 9th Plan or contradictory. The Railway Minister has not opposed the point the Railways should also work like a commercial organization. I read out his sentence again that, "the railway should function not only like a commercial organization..." He said that the Railways should confine themselves not only to the commrcial activities. He further said that the "Railways should also serve like a public welfare organization..." It means, he wants Railways to render their services like a commercial organisation as well as a public welfare organization. I don't consider it as contradictory. Rather I consider it as supplementary of each other. I also agree with his view that the Railways should not function like a commercial organisation only but also like a public welfare organisation. The use these two roles of the Railways are not contradictory but it has raised one question in my mind and that is about the Railways earnings. We should not allow the Railways to become only a profit making commercial organization. But, at the same time, we should also not allow the Railways to become a bankrupt, for if they become bankrupt, how can they play their public welfare role? They will not be able to render their public welfare services. Therefore, we can not even dream of steering railways towards bankruptcy or they have to play this vital role, rather we are required to maintain a proper balance as has been said in the Railways 9th Five Year Plan between their two roles as a Commercial organisation and as a public welfare organisation. Only then the Railways can deliver goods in the field of commercial activities and can use the profit earned therefrom for welfare of the backward class people and extend their services to the people living in the farflung areas which are yet beyond the reach of the Railways. But after going through the Budget, I feel as if the Railways are no more like a strong giant commercial organization. It would be a haste to term them as bankrupt. But it seems to me as if the Railways are heading only in that direction. When I make an assesment of the economic condition of the railways on the basis of your data, I find-that the conditions of the Railways is deteriorating day-by-day. Time is very short and other members of my party also want to speak on this subject, therefore, I will not cite all the examples but after going through the whole Budget, it appears that

the economic condition of the railways is deteriorating day-by-day. Due to time constraint, I will raise only two points. It is the touchstone, i.e. the relationship between investment made by you and profit earned therefrom; of an organization which plays important role in its' functioning. The amount of money seved from the commercial transaction can be used for expansion of the Railway services. But if you start spending excessively just in order to earn more profit, it is not likely to fetch you the desired results. It does not create a situation for your organization to move ahead. If it is said in the language of Railways then it will be said as to what is the operating ratio of Railways? Till now I was elaborating it in Hindi.

[English]

What is the operating ratio of Railways?

[Translation]

What is happening to it day-by-day. I would not go to very old days. But the operating ratio of railways which should have gone down during the last three years has actually increased from 86.3 to 91.4. It means that the railways are spending Rs. 91.4 in order to earn Rs. 100 and they are able to save only a petty amount of Rs. 8.60 for their developmental work. When we look at the last 20 years record, we find that

[English]

The operating ratio has come up from 45 percent to 91.4 percent.

[Translation]

Therefore, sometime, I feel that in case this ratio goes up beyond 100 percent then you will have to remove the railway lines instead of laying them. But no serious concern has been expressed by the Railways Minister over this rise in his Budget speech.

MR. DEPUTY SPEAKER: Fooding will also require some expenditure.

SHRI RAM KRIPAL YADAV (PATNA): Give some suggestions about the remedial measures also. ...*(Interruptions)*

SHRI PRAMOD MAHAJAN: Everything was going smoothly, now, what has caused you irritation.

SHRI RAM NAIK (MUMBAI-NORTH): No, he is not looking irritated, his face itself is like that.

SHRI PRAMOD MAHAJAN: Look at the criterion adopted by the railways to run this organisation the percentage of net revenue to the capital at large, which should come down, is increasing and the things which should have gone up, have decreased from 12.2. percent to 8.9 percent. Now the situation is that we are earning Rs. 9.00 after investing Rs. 100 and if the Government, which is borrowing loans from market at the interest rate of 13.85 percent, charges only 8.9 percent interest thereon, very soon it will be in the state of bankruptcy. If our trains

run with this much speed, very soon the Railways will be reaching in the state of bankruptcy.

Our railways' Minister is a great manipulator for him the lacunas in railways are just nothing. This manipulation is not at all less than that of the Finance Minister. Had he not played the trick, probably these figures would have been much higher.

Now look at the depreciation fund. How much money has been kept for this purpose. At least you have to keep some depreciation fund for smooth functioning of Railways. This year you have kept only Rs. 2000 crores under the depreciation fund against the sum of Rs. 2215 crores of the last year whereas this amount should have gone up in view of the increase in the railway's revenue from 14 per cent to 16 per cent as every equipment has some life period. This year you should have made a provision of at least Rs. 4400 crores for depreciation fund but you have reduced it to Rs. 2000 crores from the last year's amount of Rs. 2115 crore. No doubt this will fulfil the budgetary figure on paper but the time will come when this regular process will end. Then you will realise the importance of this budgetary provision. You will feel that repairs could have solved the purpose and need for purchasing new machines would not felt.

There is an other anomaly. You are giving pension to the retired personnel of railways. Now here in the world the allocation for pension is reduced and even if it is reduced, it has got many sound reasons behind it. This time you have reduced the pension appropriation from Rs. 2700 crore to Rs. 2200 crore which means the reduction of Rs. 500 crore. Do you want to reduce the amount of pension ...*(Interruptions)* I am not politically biased while saying these things. Or else I would have said that your intentions are not good and you intend to do so. Every year people retire from railways and their number is likely to increase in the future. At the same time, average age of the people is also increasing in our country and as a result there of they are likely to draw their pension for a longer period. If you do not remove these anomalies, your financial condition is bound to deteriorate.

In the the annual plan of railways, you have said very forcefully that your requirement is of the order of Rs. 11000 crore but the Planning Commission said that it was beyond their reach and they can afford only Rs. 8,300 crore for the purpose. Last year, the railways requirement was Rs. 8130 crore for their annual plan. This year you have got Rs. 8300 crores which means an increase of Rs. 170 crore only. Let us have an overall view in this regard. Last year the rate of inflation varied between 5 to 7 per cent. From that point of view, your amount has not been increased by Rs. 170 crore rather it has been reduced by Rs. 500 crore. Apparently it has increased but practically the amount has decreased-with this much little amount what can you do?

Now I would sum up your position sentence by sentence. For rolling stock, you have provided only Rs. 1200 crores against the last year's provision of

Rs. 2020 crores i.e. you have reduced the amount by Rs. 812 crores.

Mr. Deputy Speaker, Sir, I know that the hon. Minister is going to meet this deficit by drawing Rs. 300 crore from the Finance Corporation of Indian Railways. As far as this corporation is concerned, I will speak on it later. But mainly you have reduced Rs. 800 crore in the original budget. Another point is that you have said to increase the railway facilities for passengers. You have dwelt on length on this score in your Budget speech but when I read out your speech, I found to dismay that you have earmarked only Rs. 80 crores for this purpose against the last year's Rs. 103 crores. How can you increase the railways facilities for passengers by decreasing the allocation we have to see as to what magic or miracle Chidambaram ji or Paswan ji is going to perform? You have decided to undertake the broadgauge conversion of the tracks. For this purpose, you had provided Rs. 1021 crore last year-but this year you have given Rs. 996 crore only. You have reduced Rs. 25 crore this time then how do you propose to undertake this conversion work?

Mr. Deputy Speaker, Sir, a sum of Rs. 206 crore was allocated last year for the doubling of railway lines but this time it has been reduced to Rs. 178 crore. The allocation has been reduced by Rs. 28 crore. How will you undertake this work? For signalling, you had provided Rs. 252 crore last year whereas this year you have allocated Rs. 201 crore only. Signalling is linked with the railway's safety but instead of increasing this amount you have reduced the same by Rs. 50 crore. How do you intend to maintain the signalling system by reducing the amount therefor? If you do not maintain your signalling system properly, the chances of train collision will remain and it is something very unfortunate. I have read in your budget speech that you want to lay much stress on the need of computerisation and you want to link the railway stations with one another through computerisation. For this purpose, last year a sum of Rs. 62 crore and 58 lakh were allocated which has been reduced to Rs. 35 crore this year. This way you have reduced Rs. 27 crore and 56 lakh this year against the allocation of last year. No body is going to give us money for this work. No body is going to give us computers free of cost. You have allocated just half of the amount you spent last year then how do you want to make computerisation possible?

SHRI ILLIYAS AZMI (SHAHABAD): Computer has become cheaper now.

SHRI PRAMOD MAHAJAN: That is correct and so you should keep on supporting me.

You have made a good attempt to save the railways from its worst financial condition. I do not deny it. But the attempt have been made in a wrong way. That is not the proper way to tide over the problem. This is the need of the hour that we should save the railways from going further on the path of the financial disaster. But so far we have been following the same old and obsolete method to solve the financial problem of railways. I do not want to blame

[Shri Pramod Mahajan]

only Shri Paswan ji for this old method rather every Railway Minister in the past has followed the same method for solving the financial problem of railways. No new idea comes either in the minds of the Railway Minister or the Ministry of Railways to find a new way out for this purpose. All of them have been doing the same old job of increasing the freight charges over the years. This year so far you have hiked freight charges by 12 1/2 per cent. Earlier the Government used to increase these charges by 10 to 12 per cent once in a year but the speciality of the United Front Government is that they have hiked the freight charges twice in a year. Seven months ago you have increased the freight charges by 10 per cent. Might be that people have forgotten it but the officials have not. Could be that the hon. Minister has forgotten it but we have not. Earlier you had increased it by 10 per cent but this time you have increased it by 12 1/2 per cent. This way if we calculate then you have hiked it once 10 per cent on 100 and then 12 1/2 per cent on 110 which means the overall increase is 23.2 per cent a year.

Mr. Deputy Speaker, Sir, the hon. Minister has said that he did not increase the freight charges on essential commodities. Those have been left aside. We are very grateful to him. I want to let you know that the list of these essential commodities is something like the list of our Constitution. Except for here and there there have been made no substantial changes in this list. The Railway Minister spoke rather in a very slow voice that with great pain, he is increasing the freight charges by 12 1/2 per cent but leaving aside the essential commodities. These commodities are the same which were last year. Yesterday, I was going through the speech of the Railway Minister which he has delivered in the Press Conference held yesterday. The Commodities which has been left aside from the freight hike, are not adequately carried by you. Last year, you do not carry that much quantity of foodgrains which you should have carried. This does not benefit the people engaged in the food-grain transaction. It is O.K. that essential commodities are very important for life. We had got exporters. They said that they do not manufacture the essential commodities but their goods have become costly by 23 per cent with the hike in freight charges. They say that they are exporters and earning foreign exchange but with the rise in freight charges, their goods will sell costly by 25 per cent in foreign countries. Now there is no way out left for them. It is always said that common man is usually concerned with essential commodities—this is partially true but not fully. When you increase the freight rates, a cycle of price rise emerges. For example, take coal. No body eats coal but it is used in Chulha as well as in power stations. When freight charges on coal will increase then resultantly it will be an increase on power also. Many people may not agree to this point. Even my colleagues may not agree. Increase in the rail fare does affect a passenger directly but when freight charges are increased it also affects every person in this or that way. The poor person who travels in trains suffers double loss. Alongwith the increase in rail fare, he has to bear the increased freight

charges also. Every time it is said that passengers have been exempted from any increase but increase in the freight charges results in price rise. You do not take this point into account. Generally it is considered that when freight charges are increased by 10 to 12 per cent, the rate of inflation also increases by 1 per cent or 1 1/4 per cent. It means you are causing the passengers to suffer double loss and thus allowing the inflation to increase by 2 1/4 per cent to 2 1/2 per cent annually. There is another aspect in this regard which you must know. Even if we agree for a moment that this increase is unavoidable then also there should be a limit for everything. If you increase the freight charges beyond a certain limit then it is likely to cause you loss instead of profit. Have you ever observed that goods carrying capacity of the railways has decreased during the last 40 years. In 1951, goods carrying capacity of the railways was 89 per cent, whereas 80 per cent passengers used to travel in the trains but in 1997 the goods carrying capacity of the railways has come down to 46 per cent and our trains are carrying only 20 per cent passengers. Different routes and vehicles have decreased your capacity. Now if you do not take this factor into account, then your goods capacity is not likely to increase inspite of the maximum increase in the freight charges. We also want that maximum quantity of goods should be transported by trains for 80-82 per cent petrol is consumed by the trucks and trains are taking only 9 per cent petrol and they are also causing less pollution. Trains capable of carrying the goods to far distant areas within the shortest possible time. Trains also do not stand here and there during their journey to their destination. In spite of these facts, people still prefer trucks for their use which means either you are very costly or you have not got that much capacity. This is the reason why people prefer trucks while sending their goods from one place to another, say from Mumbai to Calcutta. If you do not understand the importance of railways, it will become bankrupt.

You did not touch this point in your budget speech. Increase in freight charges will increase inflation. You should contain the rise. But unless you increase your goods carrying capacity, the increase in freight charges is not likely to fetch you any benefit. This is two crore tonne per year. Last year it was 39 lakh. This time it is 41 lakh. This is not a development. Like the lifetime of a man increases, it is also increasing. When a person is 17 or 18, his moustaches become evident.

[English]

It is not a development.

[Translation]

In this natural process, when our population has increased it has also increased the number of our trains. Every year you have been trying to earn Rs. one crore or two crore more by increasing the freight charges by 10 per cent or 15 per cent.

[English]

Have you ever thought of quantum jump?

[*Translation*]

No body will mind if you increased the charges after doing something for the people. There is no proper planning for goods carrying. Who will give you money? You increase your capacity. Have you ever made any effort to find out any new source for increasing your income? I do not think so. How will the Planning Commission or Finance Ministry will mobilise funds every time? Already you are having a capital of Rs. 22 thousand crore. You are paying dividend thereon. I do not know as to who has termed it 'dividend'. This is interest. You are paying interest on your debt. How can you say it is dividend. In my opinion we have to sit together with the Union Government to discuss these points.

Your Approach paper says-

[*English*]

"The State shall provide adequate assistance to enable the Railways to carry the social burden as a public utility service."

[*Translation*]

Apart from the railways, part of its social burden has to be borne by the nation as well. If that is not shared by the nation, the railways alone are not capable of bearing the same. Unfortunately, we consider the Railways as an infrastructure but the name of Railways has been mentioned no where in the Indian Infrastructure Report submitted by the Railways. They do not consider the Railways as an infrastructure. In case the Infrastructure Report of the Union Government does not consider the Railways as an infrastructure, centre is not likely to release any amount of money for such an infrastructure. And contrary to this, if this is regarded as social burden of public utility service, no doubt it will be extended every possible financial help. But since that is not currently available, it is irrelevant to talk about that whether a separate Budget for Railways has got some relevance or not? Why should there be a separate Budget for Railways? If you want to seek assistance everytime from Ministry of Finance, then handover this Ministry to Finance Ministry also. He will read it out. Two times Budget presentation and two times discussion thereon is no more required. If you cannot mobilise your resources then there is no justification of presenting the railway budget that too just for reading out the Budget speech. If you want to take everything from Centre, why should there be any need for a separate Railway Budget? You started your BOLT Scheme. You yourself said in your speech that it is disappointing as the same is yielding you no profit. I will not blame you. But why is it disappointing? Why this BOLT Scheme is not working successfully? It is successful in some parts but elsewhere it is a failure. I do not know as to what are you providing under this scheme. Might be you are conducting some study in respect of the Railways. Though it has turned out to be a failure but inspite this you are doing nothing in this regard.

The Konkan railways got the money. Why? Because while extending your share for the project you did ask them to give their own share and they gave it because it was their own project, and belonged to their own state. But if you ask the Keralite people to give money for constructing a culvert in Bihar, I do not think that they will take any interest in such a outside project. But if you ask the people of Bihar to give money for some specific project to be undertaken in their own state, they will certainly take interest therein.

This is in no way concerned with the Railways, I am just illustrating an example. The Maharashtra Government wanted to construct a big dam on the river Krishna for which they went to the market. They were having requirement of Rs. 700 crore and they got it within three days. People mobilised the monney. The people thought that they were likely to get the benefit of the dam as they were living near the river Krishna and, therefore, they participated in mobilisation of the fund. You are not getting the BOLT system for execution of the specific projects of the railways.

'Own Your Wagon' Scheme has got some success. If we extend it, we will certainly achieve more success under this scheme. This can save our amount of mobile stock which can be invested somewhere else.

Much area of the land is lying unused under the possession of railways. Do you ever think that it can be commercially utilised? There is a large number of railway stations in our country which are the source of our income. Do not sell that land right now. Keep that under your possession. ...(*Interruptions*). Start it from the metropolitan cities. I think there are 30 to 40 stations in Mumbai. One crore and ten lakh people travel every day in Mumbai which means we are selling one crore and 10 lakh tickets daily. This way, we are selling 365 crore tickets in a year. Like a commercial organisation, you should think about publishing advertisements on railway tickets. This way we can earn revenue which can be invested for public welfare. But, unfortunately, it seems that we are having no such plans. You have placed the entire burden on the Indian Railways Financial Corporation. On the evening of the Railway Budget, the President, Rail Board, held a meeting with the journalists where he said the following lines:

[*English*]

"We are in a position of raising large funds. But we have to be very careful about debt trap and bankruptcy."

They have themselves admitted it. They will get money when Government is supporting them. Anybody can give them money. They can raise money even from markets when private sector can get money, the Government can also get money. But have you ever thought that whatever amount you are investing in Railway Finance Corporation. This corporation has to refund that amount too? It is not a donating account. It is a professional organisation. If it has to be done, this fact will have to be taken into account that to what extent the percentage of money to be spent by Railway Finance Corporation in making refund has

[Shri Pramod Mahajan]

increased. 5 to 10 year back around 1987 this percentage was 0.42 while today it has reached 8.7. It is the third biggest head. Biggest head pertains to the salaries of employees. Fuel comes on second place. Under the third expenditure head comes repayment to the Railway Finance Corporation. If railway suffers losses, it is profit to Railway Finance Corporation. Now we exaggerate this aspect that Railway Finance Corporation of India is earning profit. Why it will not earn profit when Railway suffers losses. You are telling that you have received much in smaller pot. When big plate become empty, it will definitely come into smaller pot. This relationship between smaller pot and big plate can be termed as son has taken loan from his father and father says that my son is earning a lot now-a-days. It does not make any sense because this organisation has also to refund money in the market.

Adopt some harsh measures, by reducing your expenditure. Before your coming, I said that one employee serves four passengers, he serves well, we are satisfied with his service, it is going well. Now find out some way for reducing railway expenditure. You run rails, but you also look after sanitation job, you provide catering services and you will have to run even hotel outside. Why? Let other agencies that. It does not obstruct employment? I think, that time has come in India when all politicians must understand that it will not obstruct employment and we will make the whole country bankrupt if we indulge in such wrong tendency of employment. It will not obstruct employment. You run rails, manufacture rails, give signals, shift from one place to another place ...*(Interruptions)*.

SHRI NITISH KUMAR (BARH): What is the fault of Shri Paswan in this matter.

*(Interruptions)*

SHRI PRAMOD MAHAJAN (MUMBAI-NORTH-EAST): It is his concern when he will reply. Here, I am not inviting interruption... ...*(Interruptions)*.

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN): We have given law and order subject to the States, now what is happening there.

SHRI NITISH KUMAR (BARH): You are referring to Bihar.

SHRI RAM VILAS PASWAN: No, it is not only Bihar, it includes Maharashtra also.

SHRI PRAMOD MAHAJAN (MUMBAI-NORTH EAST): I thought that I was speaking on some other subject.

SHRI RAM VILAS PASWAN: I did not refer you.

SHRI PRAMOD MAHAJAN: I have come in between two Biharis. Even one is enough for us to bear.

I was saying that you run railways, handover this work to someone else, it will reduce your workload. You are going to wrong direction. There are harsh words and are

not good for politics. You have created six new zones, people became happy. Whosoever speak after me, will ask for more new zones. Provision of 2000 crore rupees per zone has been made.

*(English)*

We are living in the age of information technology.

*(Translation)*

Someone can run railways while sitting in Rail Bhawan. Computerisation has arrived. People are using Internet to run their services. I am not delivering any speech on science. Shri Chidambaramji knows more. That is why he told this on that day. But after 10 year a person will not require to come out of his house, *(English)* he could order everything from his personal computer.

*(Translation)*

Now in such a situation new buildings, new people, new arrangement. ...*(Interruptions)*

SHRI RAM VILAS PASWAN: Would you kindly yield for a minute ?

Pramodji, I will take only one minute. Whatever you have said is quite right. We want to learn something from you. Now many States were there in the country previously and what is their number today. Whether any building for their capital has been constructed or not? In the same way how many districts were there in the country previously and what is their number today. Any building in the name of that district has been constructed or not. Similarly what was the number of blocks previously and what is the number thereof today. What was the number of police station previously and what is their number today. What was the criteria of their formation. When same criteria existed there, in the sameway some criteria has also been fixed in respect of railway created. It was decided in the Committee constituted after 1966 that when index crosses 125 mark a new zone would be created, zone was created in 1955, in 1956 and in 1958 and in 1966. After that a Committee was constituted. Committee conducted that by 1966 four zones should be created. Then 1984 came. At that time zone was created as per prevailing index. All this expenditure is not for palace. It is being incurred for railway zone only. On the one hand you say that there should be decentralization of power and on the other hand the power is centralized in one particular Ministry.

SHRI PRAMOD MAHAJAN: There is no need to learn from me. I myself want to learn.

SHRI RAM VILAS PASWAN: We are not teaching you but you can teach us.

SHRI PRAMOD MAHAJAN: You can teach. You have raised the issue having two main points while replaying please clarify when was the index of railway zone prepared.

It is not necessary that with the when changes will come in change of information technology your index for

creation of a new zone should remain the same. There is no need for it. In those days when I used to come to Delhi from Mumbai and I return back, I used to send my message through STD that please send me return ticket. I am talking about air travelling. Now the whole work is done from here itself through computer within a minute. You can take ticket for hundred places within a minute. I am not talking about railways only. I am talking about the whole nation. You are creating new zone by putting a burden of 2000 crore rupees. This burden is ultimately to be borne by the public. Whether you agree with it or not is a different thing.

May be that after me the people belonging to my party speak and demand for more zones. But I am not speaking from regional and party's point of view. I am giving my assessment regarding railway as it appears to me. You cite some example of economy. I daily go through newspaper Advertisements appear thereon. Sometimes advertisements of Kerala appear that one train is being introduced from there and sometimes the train is introduced from here. Some photographs are seen in the newspaper. One or two photographs are common, some faces are new. Now you will say what difference does one or two thousand crore rupees make? But I want that Railway Minister should cite an example of economy not only this, it will move further also. Once started by our ex-minister-now it will continue. You will ask whether photographs were not published previously. What happened if published even today. I want to ask whether there is no scope of economy in your Budget. We have to reduce debt, it also requires economy.

You have taken two good steps. The whole country will welcome it. It is correct that railway track also has to be expanded. You have emphasised the need of railway track expansion-one for Poovanchal and another for Jammu and Kashmir. From the commercial point of view these tracks may not be viable but these are essential from national integrity and security point of view.

SHRI NITISH KUMAR: For Andaman also.

SHRI PRAMOD MAHAJAN: You will ask for fly-overs. I think you donot have any long tern plan regarding railway track expansion. Who is Railway Minister, who is Prime Minister, who asks for expansion, who quarrels for it-how railway expansion is possible in such way. There is no such master-plan for Railway in our country so as to make railway expansion as per our need in the coming 15-20 years. Whether this master plan exist or not but once we must have discussion in this regard.

Many years ago Sharad Joshi wrote a poem on Post Office. He said that it was a good happening that Britishers introduced postal system before leaving our country. If they would not have introduced, we had introduced this system here and our post office would have been Indian Post Officers. Mamataji would you kindly excuse me if I quote one sentence:

"Congress won their one election on this assurance that they are going to open post office and in second five year plan post offices would have been opened in Mumbai, Chennai, Calcutta and Delhi and post offices continue to be opened as their demand comes."

It is not the way of opening post offices. You should have some scientific method with regard to survey, modernisation gauge-conversion as well as introducing a new train. All this must have a judicious bare. It should not be done on mercy. It should be granted as a right not as a begging.

[English]

It was looking like beggars going to the Railway Minister.

[Translation]

Whether Railway expansion work done in this manner? You never prepared any scheme for railway expansion due to which your Railway Budget remained imbalanced. I do not have any grudge against any State. You undertake railway expansion work either in Karnataka or in Hajipur or anywhere else, all are parts of my country. I do not have any grudge. But ...*(Interruptions)*

SHRI NITISH KUMAR: Pramodji, remember that we have been making our demand in the House vehemently for the last three years but invain. Several time we received assurance from Prime Minister but Bihar and Orissa remained neglected. Now this time if something has been done for these States, why these is so much heart burning? ...*(Interruptions)*

SHRI PRAMOD MAHAJAN: Nitishji, after all, you belong to Bihar. ...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER: No interruption please.

[Translation]

SHRI RAM VILAS PASWAN: Why do not all your colleagues from Bihar speak? They should also speak on the issue that whether Bihar got more orders...*(Interruptions)*

MR. DEPUTY SPEAKER: They will speak on their turn.

*(Interruptions)*

SHRI RAM VILAS PASWAN: You have rightly said that we should formulate a Master Plan.

SHRI PRAMOD MAHAJAN: If I need a Railway Minister from my State for railway expansion, 25 Railway Ministers would have to be appointed and sometimes nothing is achieved even inspite of being State Minister for Railways. It is a separate issue in itself. ...*(Interruptions)*

It appears to me, as is always written and it is also a reality that Railway is a symbol of national integrity. We should come out of the prochial considerations and petty



[Shri Pramod Mahajan]

politics. Therefore, I would request to the House that a Master Plan be formulated on which discussion be held in the House and all Hon'ble members express their views in this regard.

[English]

Let us adopt a Master Plan of expansion for the next 10 or 20 years.

[Translation]

I am not asking to give it them or to that you got conducted a new survey, you got conducted one half of the survey from one State. It is upto you, you may conduct survey from anywhere. I am asking the Hon'ble Minister whether he has ever seen the fate of surveys conducted previously? Have you corrected any of the mistaken committed in previous surveys and amended yourself accordingly? It is my presumption that if you make any provision in your budget to amend your mistake, you will have to make a provision of 10 crore rupees. Now just see the surveys conducted. When first survey is conducted no railway line is laid. After that, second survey is conducted and now railway line would be laid. Then there would be third round survey for doubling of line. The Master Plan I am referring to would include all the aspects including the gauge conversion. Now if I may say that I am also an MP to say a rail line therein my Constituency then you would say, well Promodji there is Rs. one lakh for the rail line in your area and then I would go to my Constituency and tell my people that I had a lot of quarrel with Mr. Ram Vilas Paswan and then only he agreed to sanction those rail line for this area. However, I know that still it will take atleast 25-30 more years to reach the train there. We should come up from all such things. Railway Bond requires Rs. 20,000 crore to execute its ongoing projects. I hold the opinion that under pressure you can sanction a new project, but that would be yielding to the pressure. Railway Minister or an entire Government derives power from democracy or from the Parliament and by virtue of that he can sanction one or such rail lines.

15.00 hrs.

Presently Rs. 20,000 crore are required to lay all the rail lines that are being demanded and there seems to be no way to mobilise funds to the tune of Rs. 20,000 to cater to need of next quarter century. We might or might not remain here, but your demand for rail lines will remain unfulfilled. After 25 years the demand would again be raised and the same reply would be repeated. If you have this sort of Master Plan, then only God can expand your rail lines.

MR. DEPUTY SPEAKER: Pramodji, you have done a good ground work. You have taken up good issues but at the same time you should keep in mind the time constraints also.

SHRI PRAMOD MAHAJAN: Sir, I will take just five

minutes more. Now I will read out the issues one by one.

Sir, Rail service involves three things: Time, safety and convenience. In the Budget you say the trains are punctual now-a-days.

SHRI RAM VILAS PASWAN: No I did not say that the trains are arriving in time.

SHRI PRAMOD MAHAJAN: You said there is an improvement in punctuality. That means there is improvement in their working but time schedule is not being adhered to. I say that train should run on time and there can be a variety of reasons to the contrary. We will have our sympathies with any Rail Minister because it is impossible for a single person to make railways problem free. But even then I feel that trains should come in time and special efforts should be made for achieve this position. One should realise the affects of late running of passenger trains and goods trains. Late arrival of a passenger train can be understood but what is the reason behind late running of goods trains. There is a need to properly monitor the running of passenger trains and goods trains separately.

I will not dwell upon the safety aspect. Not because there are a good safety arrangements but because it is being discussed for two three days and many of my colleagues will cite some examples of it. You too said that law and order is a subject of state list. But who runs the Railways. The Ministry of Railways or the States? We should ponder over it. Somebody proposed today and I too say that there should be a division of territory between the Chief Minister or the issue of security? It should be decided as to who owns this responsibility. Well the security on the platforms should be entrusted to the States and the Railways should oversee the running of the trains. There should be some system, otherwise merely shifting the responsibility will not serve the purpose of providing safety. Let a meeting of the Chief Minister be convened, only then a way out providing much needed safety will be found. Railway is union subject and there is none else who could help in this matter. There is one Railway Minister other Minister have other portfolios like Trade, Home etc. The Railway Minister is alone, as it is a union subject constitutionally union subject. There can not be any other way out. Therefore the Central Government should consider the need for providing safety to passengers.

The third requirement relates to convenience. I do not want to dwell upon it as many Members will be speaking on it. You yourself have shown dissatisfaction on it and therefore I need not add to your dissatisfaction. But how to get rid of this resentment. Let us ponder over it. That is why I had said that some scheme can be formulated with regard to catering service and cleanliness. Even if a private agency does this job, it will engage Indians only. This has to be done.

Sir, so far I have said nothing about my Constituency. I would like to say about my Constituency before I conclude my speech. ...*(Interruptions)*



SHRI NITISH KUMAR: America can be visited for this purpose in the name of globalisation. ...*(Interruptions)*

SHRI PRAMOD MAHAJAN: Nitish ji time is short, otherwise I too want to say something on this issue.

Throughout the world the number of rail passengers is decreasing and it will go on decreasing. In view of the pace of development the world has witnessed in recent times in some countries people consider rail journey as a luxury or entertainment. People do not travel by train there to reach the place of job but in our country people do. In some countries there are 'ornamental expresses', just for display. They do not have much time to travel by train.

Now I want to say something about my Constituency. The half of the passengers come from the city to which I belong.

You have given a figure of one crore and ten lakh passengers, out of which 55 lakh people are daily passengers. They travel by train out of compulsion. They travel and enrich the exchequer and earn their own livelihood as well. This way they do two things simultaneously. I know your limitations but do something for them, give them some amenities. Tell the Chairman of the Railway Board that if he can not give the facility then at least do not scold them. When asked about the amenities the Chairman said:

*[English]*

"Give me unlimited funds, I will give you unlimited amenities".

*[Translation]*

If that is so, even a child can provide these amenities, what is there in providing amenities with unlimited funds. The grievance of passengers of Mumbai is that even the cattle are loaded, there is a rule as to how many oxen can be put in a wagon. If in violation of rule, more oxen are carried in a wagon, then Railways can be sued. It would be better if an upper ceiling is also fixed by the Parliament on the number of passenger to be carried in a coach. That is why I have said that it should be considered separately. No attention has been paid to it so far. It is not that I come from there and that is why I am saying so. To be an M.P. or not, that is a matter of coincidence ...*(Interruptions)*

SHRI NITISH KUMAR: The cattle need not board the trains.

SHRI PRAMOD MAHAJAN: Lastly I want to say this much only that your Rail Budget lacks imagination. The partisan politics is riding on the national policy in the matter of various issues. The regionalism has replaced nationalism. The cheap popularity has replaced the healthy public welfare. I heard your speech for one hour and 40 minutes, out of that only 10 minutes were devoted to economics. Paswanji I do not squarely blame you. Even your

predecessor had been doing all this. I fail to understand as to why a Railway Minister says in this august House that twice the trains would leave Mumbai for Chennai. Instead of three, four times in a week this train would run on that route. I have not heard the Minister of Civil Aviation saying that due to summer he has changed the time table. I think.

*[English]*

These are very minor details which should be left to a notification.

*[Translation]*

You give so many advertisements. Give one more advertisement ...*(Interruptions)*

SHRI RAM KRIPAL YADAV: What is the percentage of the people travelling by air and by trains. Just now you said that was being done in public interest. This is a people's demand ...*(Interruptions)*

MR. DEPUTY SPEAKER: You speak when your turn comes.

SHRI PRAMOD MAHAJAN: In view of the caution given by you, while concluding I would say only this much that it was Mr. Actberth who had first separated the Rail Budget from the General Budget in 1942 because at that time the railways had a major contribution in the national economy. 60-65 years have elapsed since then. That contribution of railways has now decreased. Now we have oil, tele-communications, Airlines and various other sectors which have bigger size of capital and their requirement are also much more than that of the railways. Now the pattern of economy has changed. Ram Vilasji you too have changed. If you do not develop a different attitude while drafting the Rail Budget, well, then there is no need for keeping the provision of a separate Rail Budget. Then that would neither be relevant nor important. Please do not be instrumental in setting a new trend of giving up the provision of making a separate Rail Budget. With these words I thank you.

*[English]*

SHRI SRIBALLAV PANIGRAHI (DEOGARH): Mr. Deputy-Speaker, Sir, we have the Railway Budget presented here in this House on 26th February, 1997. Two days after, the General Budget, as usual, was presented on the last day of February. As Shri Pramod Mahajan was mentioning, a separate Budget on Railways was thought of 74 years ago in 1924. On the recommendation of the Actworth Committee, it was decided that Railway Accounts should be separated from the General Accounts. Accordingly, a provision for separate Railway Budget was made.

Even after the Independence, the Railways used to dominate not only in transport sector of our country but also was playing a very dominant role in the entire economic scenario of the country. In 1950-51, the Railways accounted for 91 per cent freight movement of the total

[Shri Sriballav Panigrahi]

goods traffic. That was the position at the beginning of our Plan period. But what is the present position? Today, the Railways carry less than 40 per cent of the total goods traffic and 60 per cent of the goods traffic has gone to the road sector.

As regards passenger traffic, during 1950-51, 80 per cent of the total passengers were availing of Railway transport and the residue, that is about 20 per cent passengers were using road transport. Now the present position is just the reverse. About 80 per cent of the total passengers travel by road and the rest 20 per cent travel by train. The figure of 11 million passengers which the hon. Railway Minister referred to, come to 20 per cent. This is the position.

Again Sir, what will happen by 2000 A.D. ...*(Interruptions)* Sir, by 2000 A.D., i.e., by the turn of the century, according to the Economic Survey—which was circulated a few days before—the freight traffic by road which is now 60 per cent would go up to 65 per cent and 35 per cent would go to the road sector.

Again, in respect of passenger traffic, 87 per cent will move by road transport and 13 per cent will move by rail. What sort of dominance Railways claim in our economy and in our transport sector?

I need not minimise the importance of Railways. There are certain welcome features in the functioning of Railways. Our Railways are the single largest public sector enterprise and the single largest employer in the country. It is the largest railway in the whole world. Ours is the only railway which runs on profit also. This is the only railway which also pays dividend to the general exchequer. These are positive things associated with our Railways.

There are certain other features in the Railway Budget which I welcome and I thank the Minister for that. Of course, we know that in Railways, there are some planners, economists and bureaucrats who always try to highlight or emphasise that Railways are losing their commercial character day-by-day, it should be totally commercial. At least, in India, we cannot look at Railways from that angle. India is a country with many languages. It is a vast country; it is a large country with many languages, many races, hilly areas and so many other things. Therefore, to maintain national integrity is the topmost important task of all of us. To strengthen that much called for integrity, Railways also have to play a very important role right from Jammu to Kanyakumari and from North-East to Kutch.

In this year's Budget speech, the Minister has asserted this time also that Railways cannot be merely a commercial concern; they have also to meet certain social obligations. We welcome this. As you know, the objective of our Plan is growth with social justice. We have to fight regionalism. In the North-East and Jammu and Kashmir, there was no railway earlier. Of course, in respect of Jammu and Kashmir, two years before, there was a programme to

connect Kashmir portion by railways during the previous Government's tenure. This aspect is a very welcome feature.

So far as the budgetary support is concerned, hitherto it was dwindling. At one point of time, I think, during the Fifth Plan period, it was as high as 75 per cent. Last year, it came down from 75 per cent to 16 per cent. It cannot be denied that Railways come under the category of infrastructure. Railways are the best infrastructure in our country and it is a catalyst for the development of our country. Therefore, this budgetary support has got to be adequate. There should be adequate provision for Railways by way of budgetary support. It should not be reduced. This year, it has risen from 16 per cent to 21 per cent. This is a good thing. So far as the provision for North-East and Jammu and Kashmir is concerned, it is also a welcome feature.

Thirty-seven surveys have been included in this year's Budget. Some eleven new trains are being introduced. There is some expansion or the frequency of some trains is being increased. There is something that seems to be a compilation of the demands made by Members of different parties. Some demands were accepted, some were not accepted and some were partially accepted. On the whole, it seems to be a compilation of those demands.

For completion of the ongoing lines, we want a mind-boggling amount of Rs. 20,000 crore, according to one estimate based on today's price index. In course of time, escalation will be there and this figure will also undergo upward revision. That way Rs. 20,000 crore will be Rs. 30,000 crore and Rs. 40,000 crore in course of time. That is the problem. To meet the requirements of the other sectors of railways, another Rs. 20,000 crore to Rs. 30,000 crore will be necessary. If this is the position today, what is going to happen in the 21st century which we are fast approaching? This is the second Budget of this Government presented by Shri Ram Vilas Paswan. We are on the verge of 21st century. That way, it appears to be a very very *ad hoc* Budget. Perspective planning, future planning and National Plan concept are not reflected in this Budget. It is not a happy thing.

I said that there is five per cent increase in long-distance sleeper coach and ten per cent increase in AC First Class Fare. I do not grudge that ten per cent increase in AC First Class fare. There is 12 per cent increase in freight rate. These are the highlights of this year's Budget.

As regards five per cent increase in sleeper class fare, I would like to say that even common people are required to undertake long and overnight journey and, that way, I do not think the hon. Minister's assertion that "I am not taxing the common man", is correct. Common men also do travel by train overnight. That way, common man is also affected.

There is 12 per cent increase in freight rate. Without any fear of contradiction, I would like to say that Indian railway freight now is the highest in the world. There is

23 per cent increase in the course of seven months. That way, this year is very much inflationary in nature. Everybody knows that it is a question of time when petroleum price hike will be there. Any day there will be upward revision of the prices of petroleum products. Coupled with this, there is five per cent service charges introduced in road transport sector in the General Budget for goods movement.

SHRI RAM VILAS PASWAN: Fare is the same.

SHRI SRIBALLAV PANIGRAHI: Freight rates will affect the economy. I think earlier also this point has been dealt with at length. That way, 3.2 per cent further increase will be there. The inflation rate was four per cent when you took over as Minister of Railways. Now when you are presenting this Budget, it is double that figure and it will move upward. I am sure we will be happy if it does not touch double digit figure. But we have every reason to be apprehensive that it will go beyond ten per cent. It will be 11 per cent or 12 per cent. That is the apprehension today. In spite of that, Railway Board has made a ridiculous claim—last time also in July and again they have repeated this time after the presentation of this Budget—that the effect will be minimal on the prices. I do not know how the Railway Board is coming to this conclusion which is ridiculous.

Let them say that this is their predicament and they have to increase the freight rate, fare rate etc. But why are they coming before the public with the ridiculous statement saying that it will have no effect, that it will have minimal effect and insignificant effect on our economy on our prices. Instead, this will have a cascading effect on our economy. The 12 per cent increase in freight rate at a stretch, another 10 per cent increase effected only seven or eight months back, the price hike in respect of the petroleum products which is in the offing and the five per cent service charge on road movement of goods of other things, all this will have a cascading effect on the economy. There is no doubt about it.

[*Translation*]

SHRI RAM VILAS PASWAN: I want to correct my reply to the extent it may be found incorrect. It has been mentioned just now that prices of all the essential commodities are increasing. Last time, prices of petroleum products also were hiked by 20 percent. As he is saying now, these prices are likely to increase in near future. He is aware of the fact that 16 lakh employees are working in Railways owing to which it has to bear the brunt of the increase in prices of petroleum products because their consumption of these items is much more in the Railways. An amount of Rs. 3500 crore has been kept aside implementation of the recommendations of the Fifth Pay Commission. Even then he has quoted an economist like Shri Manmohan Singh saying that the Railways should not be given budgetary support and it should fend for itself. Under the circumstances, if the Railways take up developmental works and have to resort to, hiking the sleeper class fare by even 15 percent in order to stand on their own, it is criticised like anything. If the Railways

is given Rs. 2000 or Rs. 5000 in the budget, it will be spent on laying of new railway lines and not on gauge conversion. We will spend this amount on laying of new railway lines in the North East. I would like to seek the suggestions of hon. Members as to how the Railways can go about undertaking developmental works, extending the railway lines upto far of villages while, at the same time, generating its own resources.

[*English*]

SHRI SRIBALLAV PANIGRAHI: I am grateful to the hon. Railway Minister. I wish that he has some little patience! I am not just criticising the Budget the criticism sake. I am explaining the real position, what it is like.

SHRI SYED MASUDAL HOSSAIN (MURSHIDABAD): You are criticising the other Members while saying: "I am not like other Members."

SHRI SRIBALLAV PANIGRAHI (DEOGARH): I am not criticising others. When your turn comes, you speak.

MR. DEPUTY-SPEAKER: Shri Sriballav Panigarhi, please address the Chair.

SHRI SRIBALLAV PANIGRAHI (DEOGARH): I said what it is like. I am analysing what is the present position and I want to say what should be done. Today, in the beginning itself, I have said that there are certain good features in the Budget. In the beginning, I have said that the railway is the main infrastructure, this is a catalyst for the development of the country and more and adequate budgetary support should be there. I have said this. I am on record. At the same time, I am on the point of what effect these increases will have on the economy. I was trying to say about that.

Sir, I know the predicaments of the hon. Minister. As far as the country is concerned, there are the challenging situations ahead of the Railway Minister. We have got to do much more in consultation with the different political parties. There should be good understanding among different sections of people. We have to involve the workers also. We have to ensure the participation of the workers in the management. It is not an individual task that the Minister is facing. But it is there ahead of us all in the days to come, in the 21st century. How can we address these problems? I have my own suggestions and I will make my suggestions now.

Over the last six or seven months, the health of the Railways, the economy of the Railways, instead of making improvement, is deteriorating. It is indicated through the operational cost ratio. As you know, the operational cost ratio is something like the working expenses of the Railways in relation to their total gross income. It stands today at 91 per cent. Seven months before, when Shri Ram Vilas Paswan became the Minister, it was at 86 per cent. So, over the last seven months, it has gone up by 5 per cent more. I know his helplessness. He is helpless. But, at the same time, it has got to be analysed here.

[Shri Sriballav Panigrahi]

Again, about the percentage of price hike, I am coming to that. This Railway Budget will result in the rise in prices of coal by Rs. 45 per tonne. One will have to pay eight paise more for one litre of HSD and nine paise per litre for petrol before the proposed hike of petroleum products takes place.

MR. DEPUTY-SPEAKER: Panigrahi, you can continue next time.

[Translation]

Panigrahi ji, now it is time for Private Members Bill. You can continue your speech after that.

SHRI RAM VILAS PASWAN: Mr. Deputy Speaker, Sir, I would like to say one line on the matter on which hon. Members have expressed their concern. The newspapers have carried a news item regarding dacoity committed in Rajdhani Express train. I would like to tell that the news is baseless and not correct at all.

SHRI V. DHANANJAYA KUMAR (MANGALORE): But it has been telecast on Doordarshan...(Interruptions)

SHRI RAM VILAS PASWAN: Doordarshan has telecast incorrect news...(Interruptions) 33 people had died in Kokrajhar but Doordarshan telecast the news that 300 persons died there. ...(Interruptions) I do not know how it happened. ...(Interruptions)

SHRI RAM KRIPAL YADAV: Why do you shout on a baseless thing. ...(Interruptions)

[English]

MR. DEPUTY SPEAKER: Please maintain the dignity of the House.

15.30 hrs.

COMMITTEE ON PRIVATE MEMBERS'  
BILLS AND RESOLUTIONS

[English]

Sixth Report

MR. DEPUTY-SPEAKER: The House shall now take up Private Members' Business.

PROF. PREM SINGH CHANDUMAJRA (PATIALA): Sir, I beg to move:

"That this House do agree with the Sixth Report of the Committee on Private Members' Bills and Resolutions presented to the House on the 4 March, 1997."

MR. DEPUTY-SPEAKER: The question is:

"That this House do agree with the Sixth Report of

the Committee on Private Members' Bills and Resolutions presented to the House on the 4 March, 1997."

*The motion was adopted.*

15.31 hrs.

PRIVATE MEMBERS BILLS

(I) Protection of Property Rights of Women and Girls Bill.\*

[Translation]

KUMARI UMA BHARATI (KHAJURAHO): Mr. Deputy Speaker, Sir, I beg to move for leave to introduce a Bill to protect the Property rights of women and girls and for matters connected therewith.

[English]

MR. DEPUTY SPEAKER: The question is:

"That leave be granted to introduce a Bill to protect the property rights of women and for matters connected therewith."

*The Motion was adopted*

[Translation]

KUMARI UMA BHARATI: I introduce the Bill.

Mr. Deputy Speaker, Sir, along with it I request the House to pass the Bill without any debate on it.

MR. DEPUTY SPEAKER: It will be seen at the proper stage.

KUMARI UMA BHARATI: Sir, it is more essential to accord Property Rights to Women than the Right to Reservation. I am sorry to have interrupted to say this.

(II) Maharishi Valmiki National University Bill\*

15.32 hrs.

[Translation]

SHRI MANGAL RAM PREMI: I beg to move for leave to introduce a Bill to establish and incorporate a University at the national level for the promotion of creativity and for matters connected therewith or incidental thereto.

[English]

MR. DEPUTY-SPEAKER: The question is:

"The leave be granted to introduce a Bill to establish and incorporate a University at the national level for the promotion of creativity and for matters connected therewith"

\*Published in the Gazette of India, Extraordinary, Part-II, Section-2, dated 6.3.97.

or incidental thereto.

*The motion was adopted.*

[*Translation*]

SHRI MANGAL RAM PREMI: I introduce the Bill.

15.33 hrs.

**(III) The National Commission for Safai Karamcharis (Amendment) Bill\***

**(Amendment of Section 1, etc.)**

[*Translation*]

SHRI MANGAL RAM PREMI: I beg to move for leave to introduce a Bill to amend the National Commission for Safai Karamcharis Act, 1993.

[*English*]

MR. DEPUTY SPEAKER: The question is:

"That leave be granted to introduce a Bill to amend the National Commission for Safai Karamcharis Act, 1993."

*The motion was adopted.*

[*Translation*]

SHRI MANGAL RAM PREMI: Mr. Deputy Speaker, Sir, I introduce the Bill.

15.34 hrs.

**(IV) Safai Karamcharis Small Scale Industries Development Corporation Bill\***

[*Translation*]

SHRI MANGAL RAM PREMI: I beg to move for leave to introduce a Bill to establish and incorporate a Safai Karamcharis Small Scale Industries Development Corporation for the promotion of economic development of Safai Karamcharis and for matters connected therewith or incidental thereto.

[*English*]

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill to establish and incorporate a Safai Karamcharis Small Scale Industries Development Corporation for the promotion of economic development of Safai Karamcharis and for matters connected therewith or incidental thereto."

*The motion was adopted*

[*Translation*]

SHRI MANGAL RAM PREMI: I introduce the Bill.

15.35 hrs.

**(V) Safai Karamcharis Insurance Scheme Bill\***

[*Translation*]

SHRI MANGAL RAM PREMI (BIJNOR): I beg to move for leave to introduce a Bill to provide for comprehensive and compulsory insurance of Safai Karamcharis against any mishap connected with their work to give them, economic protection, safeguard their interests and for matters connected therewith.

[*English*]

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for comprehensive and compulsory insurance of Safai Karamcharis against any mishap connected with their work to give them economic protection, safeguard their interests and for matters connected therewith."

*The motion was adopted.*

[*Translation*]

SHRI MANGAL RAM PREMI: I introduce the Bill.

15.36 hrs.

**(VI) Reservation (Services and Higher Education) Bill\***

[*English*]

SHRI G.M. BANATWALLA (PONNANI): I beg to move for leave to introduce a Bill to provide for adequate reservation in posts and services under the Central Government and its public sector undertakings and in higher educational institutions for the Scheduled Castes, the Scheduled Tribes, other backward classes and backward minorities and for matters connected therewith.

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for adequate reservation in posts and services under the Central Government and its public sector undertakings and in higher educational institutions for the Scheduled Castes, the Scheduled Tribes, other backward classes and backward minorities and for matters connected therewith."

*The motion was adopted.*

SHRI G.M. BANATWALLA: I introduce the Bill.

15.37 hrs.

**(vii) Constitution (Scheduled Tribes) Order Amendment Bill.**

**(Amendment of the Schedule)\***

[Translation]

SHRI MAHABIR LAL BISHVAKARMA (HAZARIBAG): I beg to move for leave to introduce a Bill further to amend the Constitution (Scheduled Tribes) Order, 1950.

[English]

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Constitution (Schedule Tribes) Order, 1950."

*The motion was adopted.*

[Translation]

SHRI MAHABIR LAL BISHVAKARMA: I introduce the Bill.

15.38 hrs.

**(viii) Constitution (Amendment) Bill\***

**(Amendment of Articles 239A and 240)**

[English]

SHRI SATYA PAL JAIN (CHANDIGARH): I beg to move for leave to introduce a Bill further to amend the Constitution of India.

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Constitution of India."

*The motion was adopted.*

SHRI SATYA PAL JAIN: I introduce the Bill.

15.39 hrs.

**(ix) Constitution (Amendment) Bill\***

**(Amendment of Article 220)**

[English]

SHRI SATYA PAL JAIN (CHANDIGARH): I beg to move for leave to introduce a Bill further to amend the Constitution of India.

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Constitution of India."

*The motion was adopted.*

SHRI SATYA PAL JAIN: I introduce the Bill.

15.40 hrs.

**(x) Representation of the People (Amendment) Bill\*  
(Amendment of section 101)**

[English]

SHRI SATYA PAL JAIN (CHANDIGARH): I beg to move for leave to introduce a Bill further to amend the Representation of the People Act, 1951.

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Representation of the People Act, 1951."

*The motion was adopted.*

SHRI SATYA PAL JAIN: I introduce the Bill.

15.41 hrs.

**(xi) Declaration of Assets by Civil Servants Bill\***

SHRIMATI MEIRA KUMAR (KAROL BAGH-DELHI): I beg to move for leave to introduce a Bill to provide for the declaration and public scrutiny of assets of civil servants.

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the declaration and public scrutiny of assets of civil servants."

*The motion was adopted.*

SHRIMATI MEENA KUMAR: I introduce the Bill.

\*Published in the Gazette of India, Extraordinary, Part-II, Section-2, dated 6.3.97.

\*Published in the Gazette of India, Extraordinary, Part-II, Section-2, dated 6.3.97.

15.42 hrs.

**(xii) Child Labour (Abolition) Bill\****[English]*

SHRI CHITTA BASU (BARASAT): I beg to move for leave to introduce a Bill to provide for the abolition of child labour and for matters connected therewith.

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the abolition of child labour and for matters connected therewith."

*The motion was adopted.*

SHRI CHITTA BASU: I introduce the Bill.

15.43 hrs.

**(xiii) Constitution (Amendment) Bill\*****(Amendment of Article 73)**

SHRI CHITTA BASU (BARASAT): I beg to move for leave to introduce a Bill further to amend the Constitution of India.

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Constitution of India."

*The motion was adopted.*

SHRI CHITTA BASU: I introduce the Bill.

**(xiv) Press and Registration of Books (Amendment) Bill\*****(Insertion of New Section 3A)**

15.44 hrs.

*[English]*

SHRI CHITTA BASU (BARASAT): I beg to move for leave to introduce a Bill further to amend the Press and Registration of Books Act, 1867.

MR. DEPUTY-SPEAKER: The question is:

"That leave be granted to introduce a Bill further to amend the Press and Registration of Books Act, 1867."

*The motion was adopted.*

SHRI CHITTA BASU: I introduce the Bill.

15.45 hrs.

**GOVERNMENT OF UNION TERRITORY OF  
ANDAMAN AND NICOBAR ISLANDS BILL-CONTD.***[English]*

MR. DEPUTY-SPEAKER: Before further discussion on the Government of Union Territory of Andaman and Nicobar Islands Bill moved by Shri Basudeb Acharia is resumed, I would like to mention that 3 hours and 28 minutes have already been taken on this Bill, thus exhausting the time allotted for its discussion.

Is it the pleasure of the House that the time for this Bill be further extended by half-an-hour?

SEVERAL HON. MEMBERS: Yes, Sir.

MR. DEPUTY SPEAKER: So, the time is extended by half-an-hour.

Shri Sontosh Mohan Dev may now resume his speech.

SHRI SONTOSH MOHAN DEV (SILCHAR): Mr. Deputy Speaker, Sir, I was on my legs last time.

MR. DEPUTY-SPEAKER: You are again on your legs !

AN HON. MEMBER: This time he is on his toes !

SHRI SONTOSH MOHAN DEV (SILCHAR): I had placed before this House that the consecutive Governments at the Centre, including the present Government, have been seriously thinking about more decentralisation of power from the Centre to the States, Union Territories and other areas. During Rajiv Gandhi's regime, Nagar Palika Bill and Gram Panchayat Bill were introduced and now they have been a factor in our country. Panchayats and Nagar Palikas have been given more power. The present Government has not only given power, it has also given enough funds. We have seen in this Budget also that the quantum of money for the rural sector and also for the urban sector for development has been quite large, so that people can invest money on their own. The Government of India has given money and this money is to go directly to the Panchayats and Nagar Palikas. Of late, the Chief Ministers have suggested otherwise. I do not know whether this Government will accept it. But I understand that some of them may be accepted, but not all.

Andaman and Nicobar Islands is an isolated case. It should not be equated with Jharkhand, Uttarakhand, Darjeeling or anything else. They are an isolated Islands. But their thinking is like the mainstream thinking. They are not parochial in their attitude.

All shades of people live there. Whether they are the Bengalis, whether they are the people from Kerala, whether they are the people from Maharashtra or whether they are the people from Tamil Nadu, all sorts of people live there.

As a Minister of State in the Ministry of Home Affairs, I had an opportunity to visit that place, as a Tourism Minister, I have visited the Andamans and as a Defence

\*Published in the Gazette of India, Extraordinary, Part-II, Section-2, dated 6.3.97.

[Shri Sontosh Mohan Dev]

Minister, I have visited all the islands there, each and every one of them, including the Indira Point.

Had Rajiv Gandhi been alive, the Andamans would have got the status of a Union Territory by this time. He also assured that the status of a Union Territory with a Legislature like the Union Territory of Pondicherry, would be given. We used to be there in the meetings of the Island Development Board as Ministers. We used to see how sympathetic they are.

I am not saying that the present Government is not sympathetic. The hon. Prime Minister has declared that 'Uttarakhand' will be given the status of a Union Territory but the only problem is that the Assembly has to ratify it. Otherwise, it could not be done. That is the only hitch. He has made it clear.

Taking all these into consideration, the revenue earnings of the Andamans would be more than that of Nagaland and that of Mizoram. today is a very significant day. The hon. Minister of Tourism has also assured this House that spots which have great attraction for tourism will be promoted, provided there is enough fund in the Budget. Tourism is a factor which earns foreign exchange without any investment. He said that very rightly. The fault lies in the policy of the Government. When the tourists arrive at the airports, they see that the approach of the Immigration Department is as if some culprits have come in. Some tourists told me at the time when I was the Minister of Tourism that the officials did not even smile at them, what to talk of a warm reception !

When Shri H.K.L. Bhagat was the Minister of Tourism, I was his deputy. There was a meeting where he said that for the foreign tourists India is a safe destination. At the same time, he had four black cat commandos behind him. The tourists asked, 'Why are you having black cat commandos if India is a safe destination?' So, these are conflicting statements.

But the Andamans is a safe destination for the people belonging to the middle income group to visit. They can visit the place at less cost and derive much pleasure. They have made many arrangements there and the hotels have also been encouraged to provide good facilities. If a people's representative is there, I think, it will have more attraction. Now, the administration is run by one Lieutenant-Governor with some bureaucrats. What is the figure of investment there? I do not know that; my good friend who is looking after that area would be knowing it.

You cannot appoint a school teacher there. The Union Public Service Commission will appoint the teacher. The Ministry of Home Affairs cannot take any action to fill up the vacancy; they are not given the power. Everything will have to go through the UPSC and they will do it. Shri Bhakta had to run all over India to ask for establishment of an engineering college and a medical college. The Ministry of Home Affairs also helped him.

This is an island quite different from all the other areas which are demanding the status of a Union Territory or Statehood. The people there are peace loving. There is no infighting among the various communities. I have seen that all political parties that fight elections there are also very friendly. Every time they elect Shri Manoranjan Bhakta. He is the winner and there is no fighting there because the people are very keen to see that in a small island on the border we must not create any problem about it.

When Shri Vajpayee was the Minister of External Affairs, he said, 'When I visited that island, I felt guilty because we have such a good spot but we go to Switzerland and other places. Why is this being neglected?' But the subsequent Government has failed to do it for environmental reasons. Shri Rajiv Gandhi wanted to develop an island with hovercraft facilities. Shri Seshan, the then Secretary, Environment, refused to give consent. At that time I was the Minister of Tourism. Now, people go to Nepal because they get more facilities there than what is available in India. So, I would appeal to the Government and to the House that Government must not make it a prestige issue.

This House, after a debate on this Bill, should recommend for a separate legislature for Andaman and Nicobar Islands. You say that you will go to the Cabinet, you will discuss about it and you will take the opinion of all political parties. If there is a consensus among the political parties, then you do it. We know your difficulties. You just cannot say that you will pass a Bill on it. Shri Manoranjan Bhakta is a reasonable person. We should give an opportunity to the Government. If the Prime Minister calls for an all-party meeting on this issue, I think, nobody would object to it. The pattern of Pondicherry is already there. You can bring a Bill on the pattern of Pondicherry after this Session.

With these words I would request Shri Maqbool Dar and Shri Srikanta Jena to consider this.

[Translation]

MR. DEPUTY SPEAKER: Hon'ble Members, this is a very important Bill and several members have shown interest in expressing their views on it. 10-20 minutes time is still left. The House has already decided that only four hours' time would be taken for discussing any bill hence I would like the discussion to be concluded within the stipulated time frame. Although I have with me names of several Hon'ble members who wish to express their views on it, I invite Hon'ble Minister to intervene.

SHRI V. DHANANJAYA KUMAR (MANGALORE): I shall take only four minutes.

MR. DEPUTY SPEAKER: In that case, it would take more than four hours. Minister is still to give his reply. The member who has introduced the bill also has also to use his right to give a reply. I am sorry but a number of members have already expressed their views.

SHRI V. DHANANJAYA KUMAR: Only one member from our party has spoken on this bill.



[English]

MR. DEPUTY SPEAKER: The Minister may please intervene now.

[Translation]

PROF. RASA SINGH RAWAT (AJMER): No other member from our party except Shri Satya Pal Jain has spoken whereas from other parties, two or even three members have participated in the discussion.

MR. DEPUTY SPEAKER: If I invite you to speak, I would have to call out the names of other members as well. It would be very difficult to manage.

[English]

SHRI K. PARASURAMAN (CHENGALPATU): Mr. Deputy-Speaker, Sir, on behalf of DMK, I rise to speak on the Private Member Bill brought forward by my learned colleague, Shri Basu Deb Acharia for creating a separate legislature for Andaman & Nicobar Islands. It is a pity that even after fifty years of our Independence, we have never thought about their grievances, like having a separate legislature for Andaman & Nicobar Islands.

\*Even after 50 years of independence, the people of Andaman & Nicobar Islands have not got the fruits of independence. I am pained to point out that they do not have a representative Government of their choice which will give shape to their democratic aspirations. It has taken such a long time for us who sit in this House to think about the people of Andaman & Nicobar Islands. Infrastructural facilities like electricity, roads, transport, post and telegraph, hospital, etc., should be provided to them adequately. Only an elected Government there could attend to it properly. Otherwise what happens is, Government staff from the main land who are transferred to work there considered it to be a punishment transfer. Instead of discharging their duties to improve the lot of the local people there, these Government servants consider their tenure to be a term of punishment. Ultimately, the local people face grave problems because of slow-paced developmental activities.

We classify land areas and we may call them a, b and c. Unfortunately the people of Andaman & Nicobar Islands have also been classified like this. They feel segregated. They also feel that a step motherly treatment is meted out to them. They must be encouraged to take part in the governance of this country. They should be given opportunity to elect their own representatives who in turn will elect the President of India. This will ensure a sense of participation and this is possible only when we go in for setting up a legislative assembly for the Andaman & Nicobar Islands. They must be given rights to elect their representatives who will be legislating laws and frame rules and regulations in accordance with the local needs and customs.

---

\*Translation of the speech originally delivered in Tamil.

15.55 hrs.

(SHRI CHITTA BASU in the Chair)

Government of India must fulfil their aspirations to have their representative body in the form of a legislative assembly. Shri Basudeb Acharia who introduced this Bill in this House pointed out that Hindi speaking people are in a majority in those islands. But the fact is to the contrary. People who speak several languages are there. We find people from Kerala, Andhra Pradesh, Tamil Nadu and West Bengal and many other parts of India. We find people of many languages co-exist there. We also find several aborigines and tribals living in the interior islands. There is a tribal race called 'Ongis' who are considered to be early settlers. So we must ensure that people from all language groups get adequate representation in the legislative body to be formed there. We should not be misled by the wrong notion that only Hindi speaking people are there. All languages should be given equal status and all their representatives should have equal opportunity.

After independence several States were formed. Even after introducing a republic Government we have carved out several States. In the pattern of Uttar Pradesh, Bihar, Maharashtra, etc., a separate State should be formed there in Andaman & Nicobar Islands. People who live there should have enough of opportunities to lead their social lives together conforming to their various customs and traditions. For instance, people of Tamil origin are celebrating Pongal festival there. So people who live there should have opportunity to lead a life of harmonious coexistence with ample opportunity to follow their cultural traditions. People of Andaman & Nicobar Islands should be given opportunity to carry out their functions in their respective languages.

When we think in terms of establishing a legislative assembly, we must not forget the importance of ensuring security of that region. There are hundreds of islands and islets with various kinds of people. We must take care to preserve them all giving proper security. We must not forget what happened to Katchativu a small island between Tamil Nadu and Sri Lanka. Enough of security considerations were not given when we handed over that islet to the neighbouring island nation. Indian Government did not give due consideration and ignored the facts pertaining to the security considerations and the strategic importance of that island. So we must take adequate care to keep intact all the islands and islets in the Andaman & Nicobar. Sir, there is an equal distance between Chennai Port and Port Blair as compared to the distance between Calcutta and Port Blair. Therefore, transportation facilities from Chennai should be frequent which would also be easier and conducive.

So, we must come forward to create a legislative assembly which would ensure better life and living conditions to the people of Andaman & Nicobar Islands. This representative body will provide them with a sense of participation which would enable them to participate in the indirect elections for electing the President of India. They will get an opportunity to vote and elect the President of India. They are all Indians and they must get this

[Shri K. Parasuraman]

opportunity. So I welcome the Bill moved in this regard by Shri Basudeb Acharia and I appeal to the House to ensure a smooth passage to this Bill. With this, I conclude.

16.00 hrs.

SHRI V. DHANANJAYA KUMAR (MANGALORE): Respected Chairman, I rise in support of the Bill introduced by my good friend Shri Basudeb Acharia for creation of a Legislative Assembly for the Union Territory of Andaman and Nicobar Islands.

Sir, Andaman and Nicobar Islands is a beautiful piece of land. It may not be an exaggeration if I may be permitted to say that this is really a heaven on earth. Though Andaman and Nicobar Islands is a part of our country, it is situated at a distance. We are living in democracy. The essence of democracy is to give an opportunity to the people to express their true will. That is why, periodical elections are held and citizens of the country would be given an opportunity to elect their own representatives. There are about two lakh people living in the Andaman and Nicobar Islands. As was being pointed out by Shri Sontosh Mohan Dev, if for each and everything like providing facilities or amenities, for appointing a teacher in a school or a nurse or an orderly in a hospital, decisions are to be taken from Delhi, by the people sitting in the Union Public Service Commission, then it would be great injustice on the part of the people of Andaman and Nicobar Islands.

Sir, one may wonder how I could stand up in support of a Bill moved by Shri Basudeb Acharia. But for a change, I support this Bill for the reason that my thinking, so far as this aspect is concerned, coincides with that of Shri Basudeb Acharia. Our Party, BJP believes in decentralisation of power and we want to give the rights at the hands of the people and we want to take the governing machinery to the doorsteps of the common man. So, it is very much necessary that a Legislature must be provided for Andaman and Nicobar Islands. It is already given the status of a Union Territory. But the administrative machinery does not have the required teeth. Everything is being controlled from Delhi. This cannot be termed as decentralisation of power. That is why, it is all the more necessary that a Legislature must be constituted in Andaman and Nicobar Islands.

Now, so far as the situation in this piece of land is concerned, I do not know whether anybody has given a thought to this or not. This could be definitely developed as a strategic international trade centre. It is situated in such an ideal location where we can attract more and more trade and business on these Islands. Apart from tourism—the tourists attraction is already existing there though the infrastructure is lacking there—fishing is also there. I know that my good friend, Shri Manoranjan Bhakta was mentioning even today and I believe the rule is prevailing that in the name of protecting environment, removing of sand and stones from Andaman and Nicobar Islands is totally banned.

For construction of even a small building for a school or a hospital, the building material, like sand and stone, will have to be transported from the mainland to the Andaman and Nicobar Islands. In such a situation, how can you expect development of these Islands? While someone would be sitting in Delhi, I do not know with what enthusiasm and speed all these provisions would be made for the Andaman and Nicobar Islands. That is why, it is all the more necessary that powers must be given into the hands of the people who would be elected by the citizens of Andaman and Nicobar Islands to have their own policy about governance and to achieve the development there. They can definitely stand on their legs.

Somebody expressed the doubt that now money is being granted from Delhi. Since it is a Union Territory, naturally, the Government of India is allocating more and more funds for it. But I am sure, once the legislative powers are given to the people of Andaman and Nicobar Islands, they can improve on their own. They can definitely improve their economic situation there. More and more trade and business can come there. Fishing can also be developed. They can attract more tourists so that the whole economy of Andaman and Nicobar Islands could be improved. That is why I fully support this Bill.

I would request the hon. Minister that he must make a firm announcement today that a Bill will be introduced in this session of the Parliament. Shri Basu Deb Acharia, we are determined to vote for your Bill today itself and the Bill will be passed.

[Translation]

PROF. RASA SINGH RAWAT: Mr. Chairman, sir, thank you for having given me the permission to speak. I will conclude in two minutes.

Sir, I have had the opportunity to visit Andaman and Nicobar twice or thrice. Andaman and Nicobar is a mini-India. The residents of various states of India are living there in a very cordial atmosphere and such an atmosphere should in fact be emulated throughout the country. Andaman-Nicobar is also strategically an important place by virtue of its location in the midst of Indian Ocean. After the 73rd Constitutional Amendment, decentralisation is taking place and more and more powers are being handed over at grass-root level through Panchayati Raj System. Earlier we had such Panchayats as the village Panchayat, Block level Panchayat and district level Panchayat. After 1981, they were rendered virtually powerless and are had to approach the Central Administration time and again. We faced a lot of difficulties especially in the area which is hundreds of miles away from the main land. Hence I fully support the Government of Union Territory of Andaman and Nicobar Islands Bill, 1996 moved by Shri Basu Deb Acharia. I also want that Legislative Assembly should be set up there and the Government should give an assurance to this effect.

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MOHD. MAQBOOL DAR): Hon'ble Mr. Chairman, sir, I thank Hon'ble member, Shri Basu Deb

Acharia for having introduced the Government of Union Territory of Andaman and Nicobar Islands Bill, 1996 in the House. I also thank all those members who spoke on it in detail, raised certain vital points and participated in the discussion. I especially thank my colleague, Shri Manoranjan Bhakta who hails from Andaman-Nicobar I have had the opportunity to visit this area. I went there as per the directions of my senior colleague. Whatever my friends have stated here, I found it being actually practised there. I found the same familiar atmosphere in Andaman as is prevalent in the area to which I belong. I found the same atmosphere, environment, brotherhood, poverty and backwardness there also. Besides the Hon'ble Member who has been elected to the House for the eighth time riding on the crest of popularity has no rivals. He is so very popular there. I was highly pleased. He has good relations with the people.

[English]

In this august House I should commend his role which I myself saw there.

[Translation]

His heart brims over with the feelings for the people of that area and he has communicated these feelings and sentiments pretty well. It is in a way his duty also to do so. I appreciate this. I found that this area known as mini-India is an ideal place and nowhere else have I found Muslims and non-muslims related to each other as actual maternal or paternal cousins.

[English]

I find true and practical secularism here.

[Translation]

The various languages spoken throughout the nation were being spoken there. Port Blair was devastated by fire.

[English]

All the shops and houses were razed to the ground.

[Translation]

I was highly impressed. I was introduced to the people there and I find myself unable to express in words as to how nice these people are. But in the discussion that took place in the House, I found a certain misunderstanding which is there probably due to lack of information. Hence as a responsible representative of the Government, I would try to remove that misunderstanding during the course of my reply. One of my colleagues has discussed this only recently. I would express the view point of the Government in this regard. About the point of misunderstanding, I would like to state that a lot has been done in phases over the years in order to democratise the Government of Andaman and Nicobar Islands. First of all Pradesh Council was created here. The Pradesh Council made suggestions to the administration on financial, administrative and legislative matters. These suggestions were not mandatory.

[English]

That, of course, was recommendatory.

SHRI MULLAPPALLY RAMACHANDRAN (CANNANOR): Andaman is a part of India. You must remember that.

SHRI MOHD. MAQBOOL DAR: Yes, and I am talking about that part of India only.

[Translation]

I am talking about Andaman and Nicobar Islands. I will explain how the democratic process has been initiated there.

[English]

I am particularly talking about Andaman and Nicobar Islands, the most beautiful part of our country.

[Translation]

Then, along with that a three-tier panchayat system was formed.

KUMARI MAMATA BANERJEE (CALCUTTA-SOUTH): But it was not given any powers.

SHRI MOHD. MAQBOOL DAR: There is some misunderstanding, which I would try to remove.

[English]

The three tier system is called by the names, (*Panchayat Samiti, Zila Parishad and Gram Panchayat*).

[Translation]

I would like say about its funding and the discussions, right or wrong, held on it.

[English]

The fact is, under the Andaman and Nicobar Islands Panchayats Regulation, 1994, *Gram Panchayats* have been given the authority so as to enable them to function as an institution of self-Government in respect of the preparation of plans for economic and social justice in the sphere of sanitation and health. They are responsible for arranging supply of water for domestic use and for cattle; construction and cleaning of public roads, drains, ponds and wells; establishing and maintaining public hospitals and dispensaries; public latrines, maternity and child welfare; cleaning, construction and maintenance of buildings for warehouse shops, common use and those necessary for development activities.

[Translation]

Speak after I have finished.

[English]

They are also required to prepare plans for development of villages and assist the implementation of various projects

[Shri Mohd. Maqbool Dar]

of the Government, recruitment, training and management of staff to the employed by *Panchayats*.

Similarly, the Lieutenant Governor of Andaman and Nicobar Islands has issued necessary notification specifying that the *Panchayat Samitis* shall have the power to make plans for economic development and social justice in relation to the matters pertaining to sanitation, health, agriculture, irrigation, animal husbandry, village small scale industries, cooperation, women and child welfare.

Under the Municipality Act, the Members of the Municipality are directly elected. The municipality has been given the power and the authority to enable it to function as an institution of self-government.

[Translation]

All that has been indicated, is supported

[English]

By notification, order, rules and regulation, in letter and spirit it is like this.

[Translation]

KUMARI MAMATA BANERJEE: You speak well ex-tempore.

[English]

SHRI MANORANJAN BHAKTA (ANDAMAN AND NICOBAR ISLANDS): May I seek one clarification? I agree that this notification has been issued by the Andaman and Nicobar Administration. In the entire regulation, it has been mentioned that any work has to be done under the prescribed rules provided by the Administrator but not a single rule has been mentioned. More than one-and-a-half year has passed. Nothing has been done. Once you issue a notification, you cannot implement it until and unless this thing is completed.

The second point is, recruitment right from the post of a Panchayat Secretary to the post of a Peon or a labourer in that part is done by the Administration and they are transferred there. No local body has the right to do anything. If you say that what I say is wrong...*(Interruptions)*

SHRI MOHD. MAQBOOL DAR: No, I will never say so. You are an hon. Member. Your voice is the voice of the people of Andaman and Nicobar Islands. I can never say that you are like that.

[Translation]

But I have said, what I had to say on behalf of the Government.

KUMARI MAMATA BANERJEE: It is also right.

[English]

MR. CHAIRMAN: Hon. Minister, please do not talk to

the Members. Address the Chair.

[Translation]

SHRI MOHD. MAQBOOL DAR: So far as the first question is concerned that it has no powers, this is the notification of the Lt. Governor.

[English]

Will you allow me to read to out?

[Translation]

KUMARI MAMATA BANERJEE: There is no need.

PROF. RASA SINGH RAWAT: There should be a Legislative Assembly duly elected by the people ...*(Interruptions)*

[English]

KUMARI MAMATA BANERJEE: The Minister has been speaking well ex-tempore. Why should he start reading from papers. There is no need of it.

[Translation]

I would like to reply it through a couplet. ...*(Interruptions)*

[English]

MR. CHAIRMAN: Mr. Minister, are you yielding to her?

*(Interruptions)*

MR. CHAIRMAN: You allow him to complete his speech after which you can ask him questions.

[Translation]

KUMARI MAMATA BANERJEE: I want to explain it is couplet, as to why we want it.

"Raat jitni bhi sangeen hogi,  
Subah utni hi rangeen hogi,  
Gum na kar garaj badal ghanera,  
kis ke roke ruka hai savera."

SHRI MOHD. MAQBOOL DAR: You did not allow me to read out the reply to the first question. It means both of us are correct.

Regarding the second question there is no scope for recruiting people there.

[English]

There is a recorded statement here.

[Translation]

Recruitment to Group 'C' and 'D' posts was made from among the locals. Recruitment for Group 'A' 'B' is done through Union Public Service Commission. It is a part of the country. In my view the same rules and regulations are applicable there. Anyway, whatever you have said, will be considered. You also consider it on behalf of the

Government...(Interruptions)

MR. CHAIRMAN: Please address the Chair while speaking.

SHRI MOHD. MAQBOOL DAR: I will address you. Mr. Chairman, Sir, Besides, we have also set up a committee in the Home Ministry. The representatives of the Andaman and Nicobar Islands, five members from the *Zila Parishad* are members of this committee. Hon. Member is a Member in that Advisory Committee.

KUMARI MAMATA BANERJEE: It has not met in the past five years.

SHRI MOHD. MAQBOOL DAR: The Chairman of the Municipal Committee is a member of it. His powers commensurate with his status. And is equal to that of the Members of Parliament and Assemblies.

[English]

So far as state Legislation is concerned and concurrent. Legislation is concerned.

[Translation]

KUMARI MAMATA BANERJEE: What the use when the meeting is not held. In the past five years it has not met even once.

SHRI MOHD. MAQBOOL DAR: It has not met in the past five years. And I have been since the past five months only. I will immediately convene its meeting after holding discussion with you ...(Interruptions) I have placed the facts before you. I am not saying that this is wrong. Their stand may be right and so is mine.

PROF. RASA SINGH RAWAT: Mr. Chairman, Sir, this is the golden jubilee year of our independence. Our freedom fighters were lodged there. For several years they languished in the cellular jail and several of them became martyrs...(Interruptions)

[English]

MR. CHAIRMAN: Please sit down.

(Interruptions)

[English]

SHRI MOHD. MAQBOOL DAR: Let me conclude my speech.

[Translation]

MR. CHAIRMAN: Mr. Minister, you please, address to the House.

SHRI MOHD. MAQBOOL DAR: Apart from this, right now—this is the view point of the Government. The particular reason behind it is that I sat in opposition for 35 years. Even I was beaten up but inspite of your instructions I am looking at him. I am sorry. I will try to change my habit.

Sir, the strategic location of this island is very beautiful. It is near to the borders of Myanmar, thailand, Malaysia and Indonesia. The view point of this Government is that from the main land...

SHRI KALPNATH RAI (GHOSI): What do you want to say?

SHRI MOHD. MAQBOOL DAR: What I want to say is that it is far away from the capital and it should be kept under direct control. This is the view point of the Government. During the year 1995-96, the income of this state was Rs. 66.82 crore and.

[English]

Actual source of income is Rs. 398.23 crore, that is, 17 per cent of the expenditure. And the balance eight-three per cent goes from here as Grant-in-Aid.

[Translation]

I have explained you the position as the state is over burdened. This is not my final opinion in respect of the expenditure of that state. I have full sympathy with the hon. Members. I also have sympathy with other hon. Member who spoke from the core of his heart. Many members have participated in the Debate. But I would request you to let me explain the factual position. The common finance commission has submitted its report for U.Ts.

[English]

It is proposed that the financial powers and legislative power are to be devolved more and more at the Government level.

[Translation]

Therefore I would like to say that.

[English]

At this juncture, it is not within my powers to announce here.

MR. CHAIRMAN: Please speak on the Bill.

[Translation]

SHRI MOHD. MAQBOOL DAR: This is my personal opinion that it has got a particular procedure. It is not easy to grant statehood straightway. I would convey your sentiments to Government in this regard. All political parties have to discuss about it and then a Cabinet Committee has to take a decision. All that will be done. Giving due respect to the feelings expressed by the Members, I would like to say that I would place the entire view points before the Government.

[English]

SHRI BASU DEB ACHARIA (BANKURA): Sir, I am rather disappointed to hear the intervention of the Minister of State for Home Affairs. I am grateful to the hon. Members who participated in the debate and supported

[Shri Basu Deb Acharia]

wholeheartedly the Bill for providing Statehood and a Legislature for Andaman and Nicobar Islands.

MR. CHAIRMAN: Shri Acharia, I want to just make a request to you. This Bill has already taken more than four-and-a-half hours. Therefore, we shall have to conclude it.

SHRI BASU DEB ACHARIA: Sir, you extend it by another fifteen minutes or half-an-hour.

MR. CHAIRMAN: Therefore, please see that the discussion on this Bill is concluded within next fifteen or twenty minutes.

SHRI BASU DEB ACHARIA: Sir, I am grateful to all the hon. Members who supported this Bill. This is a unanimous voice of this House which includes the hon. Members from the BJP and other Parties.

There is a feeling among the people of Andaman and Nicobar Islands that they are alienated from the mainland. That is why I brought this Bill and demanded that Andaman and Nicobar Islands should also be given a State Legislature. The Minister of State has not replied to all the points raised by the hon. Members who participated in the debate.

[Translation]

SHRI MOHD. MAQBOOL DAR: I would like to say one more point which I forgot to mention earlier. The Hon. Member has said that no financial help has been given to the victims of fire accident which took place there. I, through you, would like to inform him that the Government of India has earmarked and sanctioned a sum of Rs. eight crore for the victims who suffered losses in the said fire incident.

[English]

SHRI BASU DEB ACHARIA: This is a non-controversial Bill. When the National Capital Territory Region of Delhi Bill was passed in this very House, at that time also, we raised this issue for providing a Legislative Assembly to Andaman and Nicobar Islands. We were assured by the Central Government that Statehood for Andaman and Nicobar Islands will also be considered in the future. But the Government did not consider it. So, I was compelled to bring this Bill. I expected that the Minister of State for Home Affairs will announce Statehood for Andaman and Nicobar Islands today. The demand for Statehood by the people of Andaman and Nicobar Islands is a genuine one. Why should there be a State Legislature? It is because after the election to the three-tier Panchayat, now there is no Provincial Council. But the difference, Sir, is that Panchayats in Andaman and Nicobar Islands have no powers.

What he has stated in the notification is that the powers have not been delegated to the Panchayats in Andaman and Nicobar Islands. How long the people of Andaman and Nicobar Islands be treated as second class citizens?

Now we are observing the Fiftieth Anniversary of our Independence and we are also observing the Centenary of Netaji Subash Chandra Bose. Netaji announced Provincial Government there at Andaman and Nicobar Islands in the year 1943. So in this Fiftieth year of Independence of our country, we expected that the Government today would announce that this is a genuine demand of the people of Andaman and Nicobar Islands and so the Statehood would be granted to them.

The people of Andaman and Nicobar Islands have been discriminated. They have no right to elect or participate in the elections of the President of India and there is no representative Government in Andaman and Nicobar Islands. Panchayati Raj cannot be a substitute for a State Government. So the demand is genuine. We have elaborated as to what is happening in the Islands.

The hon. Minister referred to a Committee. That Committee was constituted five years back and during these five years not a single meeting has been held. So what is the need for such a Committee which cannot meet in five years?

Unless we get a firm commitment that in this very Session the Government would bring a Bill for giving Statehood to Andaman and Nicobar Islands, I am helpless but to withdraw this Bill. This is the demand of the people of Andaman and Nicobar Islands. We must respect their aspirations, their desires and their dreams to have a State Legislature like the other States. Why are they being discriminated? This discrimination should not be there. I request the Minister of Parliamentary Affairs to clarify the position.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): My colleague Dar Saheb has already explained the position. I just had a talk with the Prime Minister. Let me clarify the position from the Government side. I would request the hon. Member to withdraw the Bill and simultaneously, I assure the House that there will be an all party meeting and in that meeting if there is a consensus...(Interruptions)

SHRI BASU DEB ACHARIA: There is a consensus.

SHRI SRIKANTA JENA: That all party leaders' meeting will be called in this Session itself and we will take a view in that meeting itself. If there is a consensus in that leaders' meeting, the Government will certainly and positively react to that.

SHRI BASU DEB ACHARIA: But there is a consensus in the House ...(Interruptions)

SHRI SRIKANTA JENA: I agree, but the only point...(Interruptions) The Government will not stand in the way, it will certainly consider it. It is a firm assurance from the Government side. The all party leaders' meeting will be called in the next week itself...(Interruptions) While I am giving all respect to the House and the Government has taken note of the sentiments of the entire House ...(Interruptions)

KUMARI MAMATA BANERJEE: This is a Private Member's Bill and the Members have every right to have their say...(*Interruptions*)

SHRI SRIKANTA JENA: I fully agree with you, but the only thing that I want to say is that assuring that immediately the Government will give Statehood is not possible.

The Government assures that if there is a consensus in the Leaders' Meeting, then certainly the Government will positively react to that. ...(*Interruptions*)

KUMARI MAMATA BANERJEE: Are all the Members beggars? They are not beggars. They are supreme. We are not beggars. ...(*Interruptions*)

SHRI SRIKANTA JENA: I will also convey the sentiments of the House in that meeting. The Government is positively reacting to your demand, in the sense that an all-party meeting will be called next week and a positive decision will be taken ...(*Interruptions*)

SHRI HANNAN MOLLAH (ULUBERIA): All the political parties are agreeing to this and only the bureaucrats are opposing to this. ...(*Interruptions*)

SHRI MANORANJAN BHAKTA: It is because of the bureaucrats, this has not been accepted. ...(*Interruptions*)

SHRI BASU DEB ACHARIA (BANKURA): Why can you not say that you will bring a Bill after having a meeting with all the party leaders? ...(*Interruptions*)

SHRI SRIKANTA JENA: Exactly that is what I was going to tell you ...(*Interruptions*)

SHRI MANORANJAN BHAKTA: You categorically say as to when you are going to bring this Bill. ...(*Interruptions*)

SHRI SRIKANTA JENA: I have already categorically said that we will hold an all-party meeting on this and if there is a consensus, then a Bill can be introduced in this Session itself. ...(*Interruptions*)

[*Translation*]

SHRI BHAGWAN SHANKAR RAWAT (AGRA): Mr. Chairman, Sir, Shri Basudeb Acharia is a very senior Member. The hon. Minister is trying to put pressure on him by saying like this. Therefore, I would request that the hon. Minister should give a categorical assurance in the House because the apprehension of Shri Basu Deb Acharia is that bureaucracy would create hurdle in it. A categorical assurance should be given that bureaucracy would not be allowed to create any hurdle in it.

[*English*]

MR. CHAIRMAN: Shri Acharia was on his legs.

(*Interruptions*)

SHRI SRIKANTA JENA: I request the hon. Member, Shri Acharia to kindly withdraw his Bill since the Government

is responding to his Bill and in the next week we are holding the leaders' meeting ...(*Interruptions*) In this Session, we are up to 9th May ...(*Interruptions*) I would request Shri Acharia to withdraw his Bill. ...(*Interruptions*)

KUMARI MAMATA BANERJEE: We want voting on this Bill. We want division ...(*Interruptions*)

SHRI BASU DEB ACHARIA: What is the difficulty in accepting this Bill? It is a non-controversial one ...(*Interruptions*)

KUMARI MAMATA BANERJEE: We want division ...(*Interruptions*)

SHRI SRIKANTA JENA: I have already responded to it. Even the Congress Chief Whip, Shri Sontosh Mohan Dev has suggested that the Government can call an all-party meeting on this. I am responding to that. ...(*Interruptions*)

SHRI P.M. SAYEED (LAKSHADWEEP): I am the Deputy Chief Whip of my party ...(*Interruptions*)

SHRI SRIKANTA JENA: Shri Sontosh Mohan Dev has suggested in the same way ...(*Interruptions*) I am responding to that. ...(*Interruptions*)

SHRI P.M. SAYEED: The BJP also has supported it. Mr. Parliamentary Affairs Minister, do not denigrate this House. The whole House is unanimously supporting this Bill. ...(*Interruptions*)

SHRI BASU DEB ACHARIA: What is the difficulty in accepting this Bill? ...(*Interruptions*)

MR. CHAIRMAN: The Government's position has been made clear by the Minister for Parliamentary Affairs. Shri Acharia, you as a Mover of the Bill, please conclude your speech. Then, let us see what is to be done.

SHRI BASU DEB ACHARIA: Sir, I have already concluded my speech. ...(*Interruptions*)

MR. CHAIRMAN: Shri Acharia, have you concluded your speech?

SHRI BASU DEB ACHARIA: Yes, Sir.

...(*Interruptions*)

MR. CHAIRMAN: Shri Acharia, have you withdrawn the Bill?

(*Interruptions*)

SHRI BASU DEB ACHARIA: At this moment, I want a firm commitment from the Government because there is a consensus on this. What more consensus does he require? ...(*Interruptions*)

SHRI MANORANJAN BHAKTA: There is a full consensus on this and all the parties have supported this Bill. ...(*Interruptions*)

KUMARI MAMATA BANERJEE: We are not beggars. ...(*Interruptions*)

[Shri Srikanta Jena]

SHRI BASU DEB ACHARIA: Sir, all the parties have wholeheartedly supported this Bill... *(Interruptions)*

SHRI V. DHANANJAYA KUMAR (MANGALORE): Mr. Chairman, Sir, he is trying to exert pressure on Shri Basudeb Acharia ...*(Interruptions)*

SHRI SRIKANTA JENA: Let us not make it a political issue. The Government is taking steps ...*(Interruptions)*

SHRI V. DHANANJAYA KUMAR: It is not a political issue. ...*(Interruptions)* It is the firm opinion of the House that the Bill must be adopted and that the Bill must be passed. You, please do not exert pressure on him. Please allow him to wholeheartedly pass this Bill.

KUMARI MAMATA BANERJEE: If you assure that you will bring a Bill in this Session itself, then we will allow him to withdraw. Otherwise, we will not allow him to withdraw the Bill.

SHRI SRIKANTA JENA: I have already assured the hon. Members that the Government is not standing in the way because there is a consensus, as I see it today, in the House. But the only thing is that there are certain formalities and I am sure the Members will cooperate with the Government. For their own interest, I request them to please withdraw this Bill and in the next week itself, the Government is holding the meeting.

KUMARI MAMATA BANERJEE: No. *(Interruptions)*

SHRI SRIKANTA JENA: Let me complete. What I said was that whatever will be in the meeting of the leaders of different political parties, the Government will certainly bring a Bill in this Session itself.

SHRI BASU DEB ACHARIA: Why is it 'subject to that meeting'? Is it because ...*(Interruptions)*

MR. CHAIRMAN: Shri Basu Deb Acharia, please one at a time. This is not the way.

SHRI BASU DEB ACHARIA: You give a firm commitment that in this very Session itself, you will bring a Bill to provide Statehood to Andaman and Nicobar Islands.

SHRI SRIKANTA JENA: I have said that to bring a Bill and for other formalities, I have to call for an all-party meeting.

SHRI BASU DEB ACHARIA: No.

*(Interruptions)*

MR. CHAIRMAN: This is not the question between you and an individual Member.

*(Interruptions)*

MR. CHAIRMAN: Hon. Members, Mr. Acharia and Mr. Jena, please do not make it an issue between you and an individual Member. It is not the question between an individual Member and an hon. Minister.

*(Interruptions)*

MR. CHAIRMAN: You have not been allowed to speak. Therefore, from the Government side, they had made their position clear and you have to respond to it and in this respect the House should be conducted in a peaceful and orderly manner. Shri Sayeed, please give your views.

SHRI P.M. SAYEED (LAKSHADWEEP): Shri Jena has given a categorical assurance that a Bill for the Statehood of Andaman and Nicobar Islands would be brought in this very Session. Is it that that statement he has made? I want to know that. There should not be any conditional objection. There cannot be because the Bill has already been introduced, discussed and even if Shri Basu Deb Acharia wants to withdraw, that will be with the consent of the House. Neither he can do it nor you can do it. Mr. Chairman, I want the Minister to give this categorical assurance.

MR. CHAIRMAN: You are right. I want the Minister to.

*(Interruptions)*

MR. CHAIRMAN: Please one at a time. Would you kindly formulate the position of the Government in this respect?

SHRI SRIKANTA JENA: Why I said a meeting of the leaders is required, is because of two reasons. There is a demand for the Statehood and there is a demand within the Union Territory that there should be a legislature. So these two things—whether we should go for the Statehood or we should go for only Legislature—have to be finalised. Therefore, a meeting has to be required. Therefore, I only appeal to you to please withdraw the Bill.

SHRI MANORANJAN BHAKTA: We agree to that.

SHRI SRIKANTA JENA: Therefore let us decide in the meeting. *(Interruptions)*

MR. CHAIRMAN: Hon. Members, I want to say that when he is making out his point, you please keep silence and listen to his reply.

SHRI SRIKANTA JENA: Therefore, whether it is Statehood or within the Union Territory a Legislature, has to be sorted out in the leaders' meeting. Therefore, I suggested that the Government respects the sentiments of this august House and the Government will positively respond to that. The only formality is to call a meeting in the next week and in this Session itself, we will bring a Bill as decided in the meeting itself.

*[Translation]*

SHRI BHAGWAN SHANKAR RAWAT: It is your firm commitment that it will be a Union Territory or it will get statehood. ...*(Interruptions)*

*[English]*

MR. CHAIRMAN: Mr. Acharia, this is not the way.



SHRI MANORANJAN BHAKTA: Sir, I want to seek one clarification. This is an important point.

MR. CHAIRMAN: Shri Basu Deb Acharia, please say whether you are willing to withdraw the Bill. *(Interruptions)*

SHRI MANORANJAN BHAKTA (ANDAMAN AND NICOBAR ISLANDS): I want to seek some clarifications. ...*(Interruptions)*

MR. CHAIRMAN: No; this is not the way.

SHRI V. DHANANJAYA KUMAR: I am on a point of order.

*(Interruptions)*

MR. CHAIRMAN: Shri Basu Deb Acharia, I have asked you.

SHRI BASU DEB ACHARIA: In view of the assurance given by the Minister of Parliamentary Affairs that in this very Session they will bring a Bill after discussions with all the political parties, I am withdrawing the Bill.

I beg to move for leave to withdraw the Bill to provide for the creation of a Legislative Assembly for the Union Territory of Andaman and Nicobar Islands and for matters connected therewith or incidental thereto.

MR. CHAIRMAN: The question is:

"That leave be granted to withdraw the Bill to provide for the creation of a Legislative Assembly for the Union Territory of Andaman and Nicobar Islands and for matters connected therewith or incidental thereto."

*The motion was adopted.*

SHRI BASU DEB ACHARIA: I withdraw the Bill.

16.52 hrs.

# CONSTITUTION (AMENDMENT) BILL (OMISSION OF ARTICLE 44 ETC.)

*[English]*

MR. CHAIRMAN: Shri Bhagwan Shankar Rawat has to move that the Bill further to amend the Constitution of India, be taken into consideration.

*[Translation]*

SHRI BHAGWAN SHANKAR RAWAT (AGRA): Mr. Chairman, Sir, I beg to move that:

"the Bill further to amend the Constitution of India, be taken into consideration."

*[English]*

MR. CHAIRMAN: Order please.

*[Translation]*

SHRI BHAGWAN SHANKAR RAWAT: Sir, Article 44 under the Directive Principles of State policy in the Constitution states that:

*[English]*

"The State shall endeavour to secure for the citizens a uniform civil code throughout the territory of India."

*[Translation]*

'But even after 50 years of independence the Government have not been able to enact a uniform civil code. Though it has been stated in the Directive Principles yet the Government have so far overlooked it. ...*(Interruptions)* A division bench of the Supreme Court headed by justice Kuldeep Singh also gave some ruling but the Government did not take note of that ruling also. It did not respect the spirit of that directive. It is the need of the hour today that we should have a common civil code or a uniform civil code.

In this connection, I would like to submit that Pt. Jawaharlal Nehru committed a big mistake. In 1955, he brought about a Hindu code Bill to enact the same and asserted that they had made the common civil code for 80 per cent people of the country. Had they enacted that common civil code 100 per cent people of the country and not for 80 per cent, there would have been no communal division in the society. We could not bring the uniform civil code because we saw our vested interest in the minorities' vote bank. Not only this, whenever any change in the Hindu or Muslim or Christian personal laws was mooted, it was the Hindu law which was changed and a communal frenzy was created. It was said that no interference would be made either in Muslim or Christian law. Not only this, when the Supreme Court gave its verdict on humanitarian grounds in Shahbano case, that too was not accepted by the Parliament and a law was enacted to reverse the verdict of the apex court. Even today thousands and lakhs of Shahbano are crying for justice but they are not getting the same. Thousands of Shahbanos are being burnt to death today but nobody is there to do justice to them.

I can say it without any hesitation that though our sisters in a male dominated society do fight for Government jobs for seats in Legislative Assemblies and Lok Sabha yet they do not pay their attention towards the basic problems of women in the society. The different women's organisations have failed to take note of such problems. We are exploiting our women. We have made them just an object of enjoyment. May I know from the hon. Members as to which are those countries where different laws are enacted on religious basis? I have studied the laws in force in Pakistan, Tunisia, Syria, England, America and Russia but except for India, there is uniform law in each of these countries and there is no discrimination on the basis of either religion creed. Only in India laws are made on the basis of religion. If somebody raises his voice against the system and says that there is no relation between the

[Shri Bhagwan Shankar Rawat]

system of worship on the one hand and the social justice, social order and social law on the other he is being branded as communal. If he tries to say so, he is finished. The minorities are befooled by people who claim to be their well wishes. They warn the minorities that a uniform civil code is most likely to do harm to them. This is the politics of vote-bank and it has brought the country on the brink of disaster.

In 1947, the country was divided into two parts but before the partisan Shaheed Bhagat Singh was hanged to death alongwith other freedom fighters who laid their lives for the unity and integrity of India and its culture. Later Mahatma Gandhi also said that we will accept the partisan but will not compromise our principles and, therefore, the country will remain a secular state and we will not be a theocratic State. Pakistan was formed.

16.59 hrs.

(SHRI BASUDEB ACHARIA in the Chair)

Lakhs of people sacrificed their lives in the resultant communal riots. We suffered heavy losses of life and property. Our honour was also hurt but we did not compromise with our principles in order to save the cultural heritage of our country. Religious tolerance has been the mainstay of our nation. This country cannot be ruled on the basis of caste or creed. We have sacrificed many lives to carry on this tradition ahead. And it became evident after independence that different laws for different people cannot rule this country. Those who want separate laws on the basis religion or caste, may quit India. But even after doing so much, our policy makers changed that law in 1955 which was the biggest mistake. Dr. Bhimrao Ambedkar, while delivering his speech on Article 44 in the constitution assembly, had said that we do not want any kind of interference in matters of religion, pooja system or freedom of any faith but at the same time we also want that the power to maintain law and order in society should vest with the administration. But, today, even Ambedkar's soul is crying in pain in the heaven. His soul is crying because it was with great faith they had envisaged in article 44 of our constitution that the future Government would strictly, honestly and with full respect implement the Directive principle of State Policy of the Indian Constitution. But unfortunately our present Government have failed in building up an ideal Indian Republic where every one could have got justice, peace and love, where there would have been no disharmony between among one another the people. In place of such a Republic, they have built up a State where there is only hatred and disharmony between the different communities. Our Directive Principles of State policy have been ignored. We closed our eyes after enacting the Hindu Code Bill. We were glad that we made arrangements for 80 per cent people but we were not interested in the rest 20 per cent people because we were afraid that it will reduce our Vote Bank. The minorities should have been told the truth but they were not. The way, the women are being exploited there, has not been

taken vote of. No steps have been taken to stop it. My hon. friends must be thinking.

Justice Mathew had been an honorable judge of the Supreme Court. He has explained it while delivering his verdict in Keshwanand Bharti's Case which is considered the oldest and a leading case pertaining in to the Fundamental Rights which gave a new direction to the lives of Indian people. In Bharti case he made a reference of the Directive Principles and observed.

[English]

"The moral rights embodied in Part-IV of the Constitution are equally as essential features of it as Part-III which deals with the fundamental rights, the only difference being that the moral rights are not specifically enforceable against the State by a citizen in a court of law in case the State fails to implement its duty. But, nevertheless, they are fundamental in the governance of the country and all the organs of the State, including the judiciary, are bound to enforce those directives."

[Translation]

He had hoped that the coming generation would keep all these things in mind and strive for building a pleasant and ideal India where every body would enjoy universal justice, equality of status and a life of honour. But even that judgement of Justice Mathew is being mocked at and ignored. Thereafter the Bench headed by Justice Kuldeep Singh also gave a judgement.

That too was ridiculed and levelled as an orbiter dictor remark and the Government of India is not ready to comply with that decision. In that sequence now the final decision has come.

[English]

The Supreme Court dismissed three writ petitions challenging the various provisions of Hindu Succession Act, Muslim Personal Law.

[Translation]

This was told that we can't do it as per the Directive Principals. They are infact holding the charge of legislature I quote.

[English]

"That is because there was no occasion to consider whether Part-III of the Constitution had any application to personal laws or not; suffice it to say that we are satisfied. The argument advanced before us involves issue in our opinion to be dealt with by the legislature the judgement said."

[Translation]

I am saying so because if my friends have an intention to commit Contempt of the Court, then we can not sit Complacent merely by talking about judicial activism. If you are not ready to follow my, or even judicious decision, or

even the Prime Minister's advice in the interest of the Country, then its all right, don't implement it. They say it was an orbiter dicta remark, and we accepted that. I say it is the responsibility of the legislative to ensure implementation of the Directive Principles and this is a challenge thrown to the legislature by the Supreme Court and now the legislature would have to pick up the gauntlets.

The spirit behind Section 44 suggests that the laws pertaining to secularism does not have any relevance in a civilised society. That is why article 25 of the Constitution guarantees freedom of religion where as section 44 separates the Sects from social and personal laws. This forms a part of the judicial pronouncement. That is why I want to say that some of my friends should not misinterpret it. That is why before giving its final decision the Bench comprising Justice Jaswant Singh and Justice Adam Shah had desired that the matter should be referred by the Government to the Law Commission and the Law Commission may draft a bill conforming to the modern concept of human rights of women in consultation with the Minority Commission.

The second suggestion was the misuse of proselytation should be checked. The decision of Justice Kuldeep Singh was motivated by this concept. One Hindu husband wanted to marry another lady but he knew that he could not do so under Hindu Marriage act while his spouse was alive. So both of them got converted as muslims and then got married. When the matter was challenged in the court, the court ruled out that such marriages done after changing one's religion can not be deemed as valid. It was done with a view to check the trend of people getting converted into Muslim religion and the marrying somebody by misusing the religious provisions of other religions. This trend must be checked. But still thousands of people are getting initiated into another religions and making marriages with another ladies. This trend should be checked. If it goes on uninterrupted, then the card of minority vote bank can work but the society can not be run with a bonafide intention and with the spirit of social justice.

But unfortunately the Government has not accepted this suggestion. My friends Mr. Hannan Mollah and Shri Basu Deb Acharia are sitting here. The C.P.M. has welcomed this decision when this decision had come from the Division Bench of Justice Kuldeep Singh, it was termed as a revolutionary change that there should be uniform Civil Code. No Civil Code should be framed on the basis of any religion. When we come to uniform civil code, some of my fundamentalist friends say the Muslims would be regulated by Shariat, Christians by Christian law and Hindu by Hindu doctrines. But when it comes to criminal cases, they get frightened that if the Islamic laws are to be followed then in Islam the culprits are given very harsh punishment. It may be Pakistan or Saudi Arabia, the Islamic laws are followed there in a theocratic state. If the Government wants to do so then it should ensure that all civil and criminal codes should be framed on the basis of various religions, otherwise uniform laws should govern the people of our country. When Goa was under Portuguese reign, a uniform

civil code applied there. Still common civil code is effective there and causing no problem at all. But other parts of the country are afraid of it.

In reaction I will not say that an individual Criminal should be dealt according to his personal religious laws. Therefore then who argue that civil laws should be formulated on the basis of the way of worship, they should realise the shallowness of their contention. If you accept the favourable and reject the unfavourable in personal laws, then that won't do. That is why a uniform civil code is essential for delivering equitable social justice. My friends get apprehensive whether Bhagwan Shankar Rawat intends to get Hindu laws applicable on one and all. But I am not going to say that. Those who have such apprehensions, they are infact living in dreamland and they take their own shadow for a ghost. There should be a uniform civil code. An ideal civil code should be framed after perusal of all the laws. I don't feel any hitch while saying that a blunder was committed in 1976 when the Hindus were deprived of their fundamental right by means of an amendment in Indian Succession Act. I must ask without any hesitation as to why a separate code was set for Hindus. When Indian Succession Act was enacted, at that time this should have been brought under its purview. As for the justice, I have read in Koran Sharif that if a husband does discrimination against his second wife, he has no right to keep two wives. On the other hand his second wife has a right to divorce him or to refuse from living with him. But in this milieu, in the present social set up where a woman can not see even the day light, can women do such daring things? I don't think they can ever do it. All the laws are pro male and in all the religions woman has been treated inferior to their men folk.

Now I come to the Criminal laws. Adultery is considered a crime. I had been a Criminal lawyer. When it comes to proving of guilt in an adultery case, the law expects the affected women to substantiate the charge and give complete and unchallengeable and clear cut evidences to establish that her husband has entered into second marriage. The unfortunate first wife comes down to roads as destitute and in the mean time the second wife and her relatives spoil all the evidences. It so happens, just because she is weak and does not have supporters. But who should have been sent to jail, goes on violating all the laws. She is not aware of the hardship and complexities in legal cases. She does not know as to where she can be given justice. She does not know about all these intricacies. Thus most of such cases are lost by the women deserted by their husbands because they fail to produce evidences and come down to streets.

I will also come to Muslim law which was enacted after Shahbano case ...*(Interruptions)*

SHRI KALPNATH RAI (GHOSI): What is there in Pakistan?

SHRI BHAGWAN SHANKAR RAWAT: There is a law in Pakistan which provides that one man is allowed to marry

[Shri Bhagwan Shankar Rawat]

one woman. He cannot marry more than one woman. Such a law has been enacted in Pakistan. It is not only in Pakistan, I may tell my friends in this regard that such a law has also been enacted in Tunisia, Morocco, Syria, Iran and Russia. There are all Muslim republics. In these countries no man can marry more than one woman.

SHRI KALPNATH RAI: Civil Code exists there.

SHRI BHAGWAN SHANKAR RAWAT: Yes, civil code exists there. But there is only one civil code and it is a uniform civil code. Under this code all persons, whether Hindu, Muslim, Sikh, Christian or Parsi, will have to abide by the same law. There are no separate laws. I am pointing it out because has emerged out of India, it has been a part of India. Now coming to Muslim Woman Protection of Right of Divorce Act, 1986, I would like to submit that a law was enacted in this House itself that if husband abandons his wife, subsistence allowance is granted to her. But when court granted substance allowance to Shahbano, this law was changed. The spirit of law was slaughtered humanity was slaughtered. In this august House a slur was cast on humanity. It was more or less like the stripping of Draupadi in the court of Duryodhan.

Sir, a provision in the law was made by this august House which made the helpless women destitutes and no legal expert, who was in the favour of the ruling party, could go against it. They kept silent when I discussed this matter with one or two member of parliament, they said that they do not depend on wrongful member of Parliament, they said that they do not depend on wrongful deeds if they had raised their voice against the system, they would have been thrown out of the party under the anti-defection law. Therefore, they could not go against the whip. They could not annoy their leaders. Even today lakhs of women cases are lying pending. The law provided that share of women would be given to those who will look after her. But till date no woman has got her share. There are few examples where the family members of the husband of a woman have given patronage on the basis of right given to them. It is not enough. The law also provided that Wakf Board would also protect them. But unfortunately, the women have to go from pillar to post to approach the Wakf Board. They approach many people who could plead their case with the Wakf Board but they still do not get justice as their case is not pleaded properly. They are on the verge of starvation. Therefore, it is provided in the Act that Muslim women would be given protection under Protection of Right of Divorce Act. But it is not being enforced. No protection is being given to them under the Act. The preamble, the aims and objects, on the basis of which this Act was enacted after Shahbano case, have been defeated. The women are facing so many difficulties. I will refer one paragraph of Dissolution of Muslim Marriages Act, 1939. In Section 2, clause 8, sub-clause (f) it is mentioned—

[English]

"Cruelty: to declare the mere fact that the Muslim husband takes more than one wife is an act of cruelty within the meaning of Section 11, Clause 8 Sub-clause (f)."

[Translation]

People have fought against the provision in Section 2, Clause 8, sub-clause (f) but they were defeated in India. The law has already been enacted in other countries which I referred.

Under the Shia and Sunni laws the women are deprived of their share whenever such issue arisen. Discrimination exists on the basis of gender. That is why I want to request that either the article 14-15 of the constitution should be repealed Muslim personal law which allows polygamy should be scrapped. I am not talking about conversion, I am not talking about evils existing in a religion. Why Muslim countries, have banned polygamy by enacting a law in this regard, why can not it be done in our country? How long will the women continue to be the victim of man's lust and man's whims? I want to submit that:-

[English]

"The Muslim Personal Law, which enables a Muslim male to give unilateral talaq to his wife without her consent and without resorting to judicial process of courts, should be declared as void because it is against the provisions of Article 13, 14 of the Constitution of India."

[Translation]

Today, if a man gets whimsical and speaks out the words, Talaq, Talaq, Talaq, to his wife. The life of women is ruined and all matrimonial relations are snapped. I am not talking about Muslim law, I am also talking about Hindu law. Many of my sisters have become victims of dowry. Therefore, that law also needs amendment. My friends should not have any misunderstanding because nobody knows in which family he will take birth, who will be his mother. Any baby who is about to take birth is not aware of the fact whether he will take birth in a Muslim family, Hindu family, Parsi family, Christian family or in Jews family. How long this evil and this crime which this social set up has created would last? And how long it will continue to penalise the human beings? There is no mention in Quran Shari' that one should misbehave with his wife, adopt a discriminatory attitude towards her and even than she continues to remain a slave and a means of recreation.

Under clause 10 of Indian Divorce Act, it has been provided under what circumstances husband can file the suit for separation. If husband says that his wife has been indulging in adultery after their marriage, her future is ruined for ever. But if wife wants separation on this ground that her husband has been indulging in adultery after marriage, it is not sufficient. I am not criticising any religion. I am drawing your attention towards the evils which have come in the social set up on the basis of religion. I am drawing

your attention towards that clause of the Indian Divorce Act on the basis of which it is said that it is a part of the Bible. But it is not so. Bible also contains elements of justice. But here the law has been enacted in such a way under which a woman cannot take divorce until it is proved that her husband has converted his religious or he has married other woman. If any woman is indulges in adultery she is divorced. On the other hand it is a privilege of man. If there is insensuous adultery, if this sex relationship with a person with whom it is not permissible continues, there will be divorce. But if there is only adultery there would not any divorce. If a person is guilty of having second marriage with insensuous relation, divorce can be materialised. If he is a rapist, if has indulged in sodomy in liestiality, he can be given divorce, I am emphasising this point here because no religion allows to create hurdles in laws. After all constitution gives the right of equality to men and women. Humanity and equality is called for in the whole world but who will give justice to women. I would like submit it before the highest institution of the country that you kindly give justice to women. I would suggest to women organisations also that before asking for participation in politics, they should seek justice for women as a whole because a few women will participate in politics. The women should be released from the clutches of exploitation.

Now I come to talk joint Hindu family. In the joint Hindu family no share is given to the wife and daughter why? Every household continues with a strife because of the property to be shared by the daughter. There used to be a holy relation between brother and sister. It is sanctity of the relationship of brother and sister that on the day of Bhaiyadoo, sister says that she will gladly accept death but her brother should remain prosperous. Once sister used to accept death for the property of her brother but today that sister plays the role of Holika who tried to kill Prahlad because the sister wants her share. After all how long it will continue. Why is the social set up not taken to the proper direction? Please bring changes in this social set up. Give the women their right and give them social justice, adopt reasonable and rational attitude towards them. Therefore, I mentioned all three religions. I don't intend to establish a religion regime through a uniform civil code. I want an ideal code of conduct to be found, and for that an expert committee should be continued as was recommended by the bench of Hon. Justice Kuldip Singh also. Taking into account all these facts a common civil code be formed. It should be revolved to form a common civil code for the all people of this country. As for as provision of civil code is concerned, marriage system, succession procedure and adoption procedure in all castes, religions should be clarified in the code, under the Muslim and Christian law adoption is not permissible. If by misfortunate, no boy is born in a family the person can give divorce to his wife, but he cannot adopt any child to support him in his old age. A Comprehensive view of the merits in all religions should be taken and a uniform civil code should be formulated which should be an ideal code of conduct. Everybody should under the jurisdiction of this code.

Everybody should be benefited and society should move smoothly. In this way we will be able to tell the world what really exist here and this country is not a country of bribes. It is not so that we quarrel in the name of religion or for the manner of worship. All rule, regulations and laws have been enacted and enforced in our country as have been enacted and enforced in the other countries of the world. Today criminal laws has been changed on the basis of religion. It perturbs me. Today on the basis of religion partial penalisation has been asserted in the criminal law. By making amendment to CRPC it is being taken as usual as other laws. If these amendments continue endless it will be reduced to a mockery in the country.

Mr. Chairman, Sir, I would request all the Hon. Members sitting in this House who can hear me that instead of raking up religious or communal issues this will be passed so that the society is led in the right direction. I have already said that it should be done by inserting it in the schedule 51B and 51C of the Constitution.

[English]

"The State shall secure for the citizens a uniform civil code through out the territory of India."

[Translation]

It should be made a constitutional provision so that women could not exploited in future. Women could not be completed to sacrifice themselves at the altar. I have read in the newspapers that people indulge in foeticide once, they know that a female baby is to be born. The women are subject to grave atrocities. By adopting such measures it will come to amend and a prosperous India, a prosperous society will emerge. With these words I would request the House to pass the Bill and bring revolutionary changes in the society.

SHRI CHAMAN LAL GUPTA (UDAHAMPUR): Mr. Chairman, Sir, I rise to support the Common Civil Code Bill.

India is a country of many religious Hindus, Muslims, Christians and Sikhs inhabit this country and all these people have contributed in the making of it. It is just like a bouquet and the beauty of a bouquet lies in the variety of colours of its flowers and their fragrance, and I believe our country is also a semblance of it. At the time of framing of the Constitution the framer of the Constitution Dr. Ambedkar had pointed towards the need of a common civil code in the country. But the situations which developed and the people who came into power practised the politics of votes in the country. They could not devote as much attention towards the traditions of this country as was required. Today, a person visiting foreign countries realises that the women folk there are working hand in hand with men in almost all the fields. There is no such fields where women are not marching ahead of men. What then is the reason, that in our country where the number of women

[Shri Chaman Lai Gupta]

is more than 50% of the population but most of them are mere housewives? They are finding themselves unable to make use of their qualities for the betterment of the whole country. More especially, in the Muslim society, there are so many women who do not get any opportunity to contribute to the welfare of this country.

Mr. Chairman, Sir, the truth is that this fact is at times presented in such a way that when somebody talks about common civil code it is interpreted in a way so as to mean as if that Hindu law is sought to be enforced in the whole country. A brother of mine has also made it clear that there are many a law among Hindus also which have demerits and which we need to amend. Likewise, it is said that everything should be regulated by Muslim Personal Law. So my submission is that, we should adopt secularism in the real sense of the term so that the country may move ahead unitedly as a whole and make progress as a whole. Look at Turkey, Algeria, Indonesia and Malaysia, all these countries have imposed sort of ban on polygamy. Pakistan also has a clear mandate which says that if a person wants to remarry, he cannot do so unless his first wife permits him to. I do not understand that if when the Muslim countries are so much progressive, I fail to understand why we in our country India, are clinging to obscurantist/conservative views. On many of the issues we come to hear that we should abide by the court's decision. So under the prevailing circumstances, my submission is that the decision given by Shri Kuldip Singh and his fellow justice R.M. Shahi emphasising the need to have a common civil code all over the country, should be followed. We expected that it would be done after the court's decision, but what was done instead was something strange was in store for us strange, the judgement given by the court case of Shah Bano was tried to be amended. When Kuldip Singh gave his judgement, we chose to ignore it totally and nobody is paying any heed to it. All the renowned judges are of the opinion that the atmosphere prevailing in the whole country calls for provision of equal opportunities to women so that they are also successful in this country and can co-operate with us in the making of India, the way we cherish to make it.

A few days hence we will be celebrating 50 years of our independence (50th year of our Independence) and after 50 years we would like to visualise an India where every citizen is happy, nobody commits suicide by sprinkling kerosene on himself or herself, and nobody would have to bother how to make both ends meet.

Any man who marries another woman for the satisfaction of his lust and neglects his first wife, such an atmosphere will not be conducive for the progress of this country. So, I rise to support this Bill and support emphatically that there should be a common civil code in this country. Through you, and this House, I would submit that this Bill should be unanimously passed in the first instance itself, in the form it has come to us.

[English]

SHRI G.M. BANATWALLA (PONNANI): Mr. Chairman Sir, it is unfortunate that this Constitution Amendment Bill has been brought before the House. On the subject of a uniform civil code I have spoken in this House several times and I have spoken at length covering almost all the aspects and many more which the mover of the Bill today has tried to cover. If my previous submissions are considered, I think almost every point raised by the hon. Member Shri Bhagawan Shankar Rawat has already been met. I only wish that they had been read before he had thought of moving the present Bill.

Clause 2 of the Bill says that Article 44 of the Constitution shall be omitted. I wish the Bill had stopped there, ended there. I would have been very glad to welcome the Bill with outstretched hands. Indeed there is a need for Article 44 of the Constitution, which contemplates a uniform civil code, to be deleted from the Constitution totally, wholly. But, unfortunately, the Bill in its Clause 3 wants to make it mandatory through other provisions of the Constitution for the State to secure for the citizens a uniform civil code throughout the territory of India.

Sir, at the outset I must clarify a certain confusion. The question of uniform civil code is different from the question of the so called defects of personal laws and the injustices that may be found in the personal laws of certain communities. As far as the Muslim Personal Law is concerned and the Shariat is concerned, it is free from defects and free from any injustices to women as I shall *Inshah Allah* point out later in my talk. But these two concepts are different. A uniform civil code concept and the concept of the so called defects in personal laws, the two are different. Because you may have a uniform civil code and still it may be replete with all the defects and all the injustices.

Now, the Bill talks about a uniform civil code. My pointed question is this. Let us first, in a rational manner, in an objective manner, try to understand what is the necessity of a uniform civil code, what objects would it fulfil and why do we unnecessarily go on, in a stubborn manner, insisting upon a uniform civil code. Let me make it very clear that the concept of uniform civil code is destructive of the religious freedom and the secular polity of our country. It is also divisive in nature and will adversely affect the unity and integrity of our country.

We have different religious communities and all these communities have different religious or personal laws. It is not the question, alone, of Muslims. There are several religious communities. There are a large number of tribes here in India. Even among the Hindus, there are different systems as far as their personal laws are concerned, admitted and given the necessary currency through the Hindu Code that we have. To tamper with all the laws of all these religious communities, to force an unnecessary uniformity upon them is an attempt to destabilise the country. It is an attempt to divide the nation. Therefore, the concept, I would submit, ...*(Interruptions)*

SHRI CHAMAN LAL GUPTA: Sir, I am on a point of order. We have been clearly told in Article 44 that a uniform civil code should be there. ...(*Interruptions*)

SHRI G.M. BANATWALLA: There is no point of order here. Let them hear me. I patiently heard them. Now, why are they so stubborn and not prepared to even hear me?

SHRI CHAMAN LAL GUPTA: I simply wanted to know what your views on the Directive Principles are.

SHRI G.M. BANATWALLA: I have just begun. I have just opened my mouth but they are uncomfortable sitting there because the truth hurts them. They are not prepared to hear the truth. They know that even their Hindu brethren will not support them because they want their own Hindu laws to prevail.

We have, for example, the Special Marriages Act, common to all, supposed to be the forerunner of any uniform civil code. This Special Marriage Act is supposed to be not having anything to do with any religion. But how many marriages today—even among the Hindus—are being performed under the Special Marriages Act.

SHRI BHAGWAN SHANKAR RAWAT: Sir, I am on a point of information. I have already mentioned about the Special Marriages Act. ...(*Interruptions*)

[*Translation*]

Honourable Member as a lawyer of repute and that is why I ask him to clarify that in the wake of this amendment by the Government of India whether a Hindu marrying under the Indian Marriage Act will come to be governed by the Hindu Marriage Act.

[*English*]

SHRI G.M. BANATWALLA: I am not yielding.

There are statistics that are available that not more than two per cent of the marriages are performed under the Special Marriage Act. Otherwise, the people of India, that is ninety-eight per cent of the people of India are for their own personal laws, whether it is the Muslim Personal Law or the Christian Law or the Hindu Law. They opt for their own laws in order to perform their marriages and in their personal matters.

Only two per cent of the people of the country go in for marriages under the so-called central law applicable to one and all, that is, The Special Marriage Act. That is the situation. But here we have this Bill asking for a uniform civil code against the face of practice and against the faith of the 98 per cent of the people who go in for marriages under their own personal law and not under The Special Marriages Act.

That apart, I was trying, in a rational manner, to point out that this concept of a uniform civil code is a divisive concept which if forcefully imposed upon the different communities and different tribes spread throughout the country, would lead to serious discontent and serious

repercussions on the unity of our nation.

It is a totally wrong concept to think that a uniform law will promote the unity of the country. It is a wrong concept. Ours is a federal structure. Different Legislatures make different laws and still unity of the nation is protected.

The mover of the Bill was referring to the United States. Let us study the laws of the United States. The laws differ. Take the question of law of marriage and divorce. It differs from State to State within the United States and still the unity of the United States is not at stake. It is well-known that laws about divorce are very flexible and easy in certain States as compared to certain other States within the United States itself. So, with regard to conditions of residence, manipulation is done umpteen times so that the couples who want divorce, file their petitions in the State in which the divorce laws are easier as compared to the other States of the United States itself.

Our unity is not so delicate. Is the unity of our nation so delicate that the system of marriage or divorce threatens the unity of our nation? They think so. But these are all misconceptions. It is totally wrong to think that a uniform civil code alone can promote unity. Look at the World Wars—the First World War and the Second World War. These wars were fought among the nations almost all of which had the same civil code or, I must say, the same religious laws. Still we had the World Wars before us. Why did it happen? Take the incidents that happened in our own country after Independence. I am sad to point out these things. It is painful to point out this thing. But for the sake of clarity I have to say that Article 25 of the Constitution stipulates and has an explanation saying that the term 'Hindu' shall include Sikhs, Jains and Buddhists. It says so.

In other words, there is a Uniform Civil Code for all of them since Independence, but we know how relations got strained. I will not go into the painful history of people—our Hindu and Sikh brethren—coming out here in Delhi itself to burn Article 25 and its explanation on the roads here in Delhi. Let us forget these painful parts. These are aberrations, I would say, which come up in our developments. But what I was pointing out was that it is a wrong concept to think that only uniform laws will bring about uniformity of the nation. Several of our laws are uniform. The Evidence Act, the Criminal Laws are all uniform. But still we are thinking of and talking about uniformity. So, let us give up this idea once and for all that a Uniform Civil Code is a need in order to bring about the uniformity of the nation.

No religious laws and no personal laws of any community—whether in times of peace or in times of war—have ever hindered the unity of the nation. India has gone through periods of war. We have stood up like one man on the 'national' questions. There are, I would say, unfortunate misconceptions under which certain people manage to go on for their own sake.

[Shri G.M. Banatwalla]

MR. CHAIRMAN: Please conclude.

SHRI G.M. BANATWALLA: I have still a lot to talk and you should allow me. I would welcome the opportunity given by the Mover of this Bill because it helps us to remove several misconceptions that are there. For example, there is a misconception about the laws that exist in other Muslim countries. I will take up those laws of the Muslim countries one by one and explain the situation here in this House. Let us have a dialogue. But then, before I do that, Sir, I must say that we—the Muslims—are sometimes, accused that we look to Pakistan and that we look to other Muslim countries for our guidance. Today I was surprised to hear when we were being asked by the Opposition Benches to look to Pakistan and to look to other Muslim countries for guidance. Let them have one standard. This shows, the arguments of convenience that comes from that side.

As far as the other countries are concerned, take the case of Saudi Arabia for example; and except two or three countries, take all other countries and you will find that the laws conform to the tenets of our religion. In a state

of mockery it is argued that we say 'talaq', 'talaq', 'talaq' and everything is over. But the law is not like that. It is not so easy and our brethren also know it. Had it been so easy like that and had the laws really been like that, the Muslim society especially would have been replete with 'talaq' and divorce.

18.00 hrs.

But that is not the case. Look at the statistics. The least number of divorce cases are there among the Muslim community. Statistics are there available in the reports of the Commission on Women also. The percentage of divorce is so low that really speaking, it is not an issue of a magnitude that they try to make. It become a non-issue specially when you try to study the various laws that are there under the law of Quran, the Hadees and the Firqa.

MR. CHAIRMAN: Mr. Banatwalla, you may continue next time. Now the House stands adjourned to meet again at 11 O'Clock on Monday, the 10th March, 97.

18.01 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Monday, March 10, 1997/Phalguna 19, 1918 (Saka).*