

**Eighth Series, Vol. XXI, No. 8**

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**Thursday, November 13, 1986**

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**Kartika 22, 1908 (Saka)**

# **LOK SABHA DEBATES**

## **(English Version)**

**Seventh Session**  
**(Eighth Lok Sabha)**



*(Vol. XXI contains Nos. 1 to 10)*

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

***Price : Rs. 6.00***

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## LOK SABHA DEBATES

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### LOK SABHA

### Statement

*Thursday, November 13, 1986/Kartika 22,  
1908 (Saka)*

The literacy rate for males and females in the last 4 census years was as follows :—

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

Year of Census	Literacy rate	
	Male	Female

[MR. SPEAKER *in the Chair*]

### ORAL ANSWERS TO QUESTIONS

1951	24.95	7.93
1961	34.44	12.95
1971	39.45	18.69
1981	46.89	24.82

[*English*]

### Illiteracy Among Women

\*141. SHRI JAGANNATH PATTNAIK:  
Will the Minister Of HUMAN RESOURCE  
DEVELOPMENT be pleased to state :

(a) whether illiteracy among women  
still persists all over the country ;

(b) whether any study has been con-  
ducted by Government in this regard ; and

(c) if so, the details thereof ?

2. State-wise rate of female illiteracy  
as derived from the 1981 census is given  
in the Appendix.

[*Translation*]

THE MINISTER OF STATE IN THE  
DEPARTMENTS OF EDUCATION AND  
CULTURE IN THE MINISTRY OF  
HUMAN RESOURCE DEVELOPMENT  
(SHRIMATI KRISHNA SAHI): (a) to (c) A  
statement is given below.

The Adult Education Programme has  
been studied and evaluated by a number  
of institutions of social science research  
and of higher education. Many of those  
studies included information in regard to  
the women's illiteracy and the manner in  
which the various adult education pro-  
gramme were effected. However, the  
authentic source of collection of informa-  
tion in respect of women's literacy con-  
tinues to be the census conducted by the  
Registrar General of India.

## APPENDIX

*Paper of women illiteracy as per 1981 Census*

S. N.	States/UTs	Female Illiteracy
1	2	3

1.	Andhra Pradesh	79.61
2.	Bihar	86.38
3.	Gujarat	67.70
4.	Haryana	77.73
5.	Himachal Pradesh	68.54
6.	Jammu & Kashmir	84.12
7.	Karnataka	72.29
8.	Kerala	34.27
9.	Madhya Pradesh	84.47
10.	Maharashtra	65.21
11.	Manipur	70.94
12.	Meghalaya	69.92
13.	Nagaland	66.11
14.	Orissa	78.88
15.	Punjab	66.31
16.	Rajasthan	88.58
17.	Sikkim	77.80
18.	Tamil Nadu	65.01
19.	Tripura	68.00
20.	Uttar Pradesh	85.96
21.	West Bengal	69.75

## UNION TERRITORIES

1.	Andaman & Nicobar Islands	57.86
2.	Arunachal Pradesh	88.68
3.	Chandigarh	40.69
4.	Dadra & Nagar Haveli	83.22

5.	Delhi	46.93
6.	Goa Daman and Diu	52.44
7.	Lakshadweep	55.35
8.	Mizoram	45.09
9.	Pondicherry	54.29

—Excludes Assam where census could not be held owing to disturbed conditions prevailing there at the time of 1981 census.

—Excludes the population of area under unlawful occupation of Pakistan and China where census could not be taken.

**SHRI JAGANNATH PATNAIK :** Mr. Speaker, Sir, it may be seen from the figures that have been given that only one out of four women is actually literate. So far as the rural female literacy is concerned, there is no uniformity even there. For instance the rate of female literacy in Kerala is 62.99 whereas in Rajasthan it is only 5.44; it is 46.80 in the Union Territory of Mizoram, whereas it is as low as 9.30 in Arunachal Pradesh. Besides, the rural female literacy has increased to 44 millions from 17 millions; whereas rural female illiteracy has increased from 23 millions to 203 millions. At the same time, the female rate of growth between 1971 and 1981 has increased to 19.28. Thus, it can be seen that the rate of female literacy among Muslim women, scheduled castes and scheduled tribes women is very low. Not a single woman has become literate from that section of the society. Keeping all these facts in view, I would like to know from the hon. Minister whether the Government has any special strategic programme for women education and for bringing uniformity and whether they propose to reconsider the existing planning?

**SHRIMATI KRISHNA SAHI :** Mr. Speaker, Sir, the hon. Member has put two questions at a time. Firstly, he has mentioned about the gap between the urban and the rural and has stated that the rate of literacy in the rural areas has increased. The percentage increase in

female literacy in the rural areas since 1951 is as follows : the rate was 4.87 per cent in 1951 which rose to 17.96 in 1981 whereas the rate in the urban areas in 1981 was 47.82. However, in the rural areas, the rate increased to 17.96 from 4.87. Secondly, the rate of female literacy in the rural areas in 1951 was 7.94 which increased to 24.82 in 1981, meaning thereby that it has increased three-fold. He has asked about Orissa. According to quarterly report of 1986, out of 1,17,264 adult students in Orissa, 91,315 were women. Although the State of Orissa is backward in education yet the rate of participation of women in that State is encouraging.

**MR. SPEAKER :** What special programmes are you going to launch in this regard ?

**SHRIMATI KRISHNA SAHI :** So far as special programme is concerned, you might, perhaps, remember that the President, while addressing the joint session of both the Houses of Parliament had announced that education for girls upto 11th standard would be made free. Under this scheme, a provision of Rs. 10 crores was made for the year 1985-86. Out of this, Rs. 8 crores were allocated to the States and Rs. 0.47 lakhs to the Union Territories, the proposals from which were received by the Central Government. A provision of Rs. 100 millions has been made for this purpose in the current year. The State Governments have been asked to ensure that at least 50 per cent of the students enrolled in Adult Education Centres should be women. Relaxation has also been given in the rules governing the sanction of grants for running educational institutions and Women Literacy Centres so that they may get grant for running at least 5 Centres.

**SHRI V. TULSIRAM :** What is the need for this when the hon. Minister is flanked by women from both sides ? Not only this, women are sitting behind her also.

**SHRIMATI KRISHNA SAHI :** Mr. Speaker, Sir, with a view to increasing the

rate of literacy, a scheme has been introduced from 1985 to re-imburse the tuition fee to the States upto 12th standard. It is also proposed to give incentive to the State Governments for the education of girls.

**SHRI JAGANNATH PATTHNAIK :** Mr. Speaker, Sir, a rosy picture has been painted because a comparison has been made with the pre-independence period, but as the things stand now, we rank lowest in the world in female literacy. Today, women teachers are not available in most of the rural areas, because they get married during their recruitment age. Therefore, I would like to know whether hon. Minister proposes to give age relaxation in the case of women teachers ?

**SHRIMATI KRISHNA SAHI :** Sir, with a view to increasing the enrolment of girls in schools in nine educationally backward States, 8,000 women teachers have so far been appointed on 80:20 basis since 1983. For this, 80 per cent grant has been given by the Central Government. An amount of Rs. 582.96 lakhs was given during 1985-86.

**MR. SPEAKER :** Is the intention of the hon. Member to stop marriages ?

[English]

**DR. PHULRENU GUHA :** I would like to know how many centres are run by voluntary organisations and how much money is spent on that account ? I would also like to know how long it takes for any application of a voluntary centre of any State to come to the Central Government ?

[Translation]

**SHRIMATI KRISHNA SAHI :** Mr. Speaker, Sir, an amount of Rs. 595.83 lakhs was provided to the States in 1985-86 for opening Informal Education Centres. Under that scheme, 20,500 Informal Education Centres were opened and 5,12,500 girls were enrolled.

[English]

**SHRIMATI M. CHANDRASEKHAR :** Mr. Speaker, Sir, from the statement, we find that Kerala is the State which has got the minimum percentage of illiteracy at 34.27 per cent, whereas in the other States such as Rajasthan, Uttar Pradesh, Bihar, etc., it goes upto 88 to 89 per cent. So, as per the 1981 Census if Kerala has shown 34.27 per cent, why not we take some steps to learn some lessons from Kerala? Will the Ministry take some steps to send somebody to study this improvement in that place, not only because Kerala is a literate State from among all the other States in India, but also with regard to women's literacy, they are doing fine. I would expect the Ministry to take some steps to send somebody and to study this problem and incorporate these points. As we have Education in the Concurrent List, our Government should send the statement to the other Ministries and ask them to follow it up,

**THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) :** Sir, the figures statewide indicate many things. Where there is an effort, where there are socio-economic conditions congenial for girls' education being undertaken on a priority basis, where the State Governments have been making that effort for a long long time now, we have results. Elsewhere this has not happened, and this has not happened in Rajasthan, we will have to see the history of Rajasthan. What was Rajasthan before Independence? What did it consist of? How many native States were there? Please go to any native State; with the exception of a very few like Baroda, you will find that illiteracy has come down as a legacy. Now, it will have to be an effort particularly directed in the States where literacy is low. That is what we are trying to do. The New Education Policy has given an elaborate programme of action in this respect and we are going to implement it.

**Alternative Arrangements for Treatment of Out-Patients at AIIMS**

\*142. **SHRI RAM PYARE PANIKA :** Will the Minister of HEALTH AND

**FAMILY WELFARE** be pleased to state what alternative arrangements have been considered for treating out-patients in case the OPD of All India Institute of Medical Sciences, New Delhi is closed?

**THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) :** There is no proposal to close the out-patient department of All India Institute of Medical Sciences. Hence the question of making alternative arrangements does not arise.

[Translation]

**SHRI RAM PYARE PANIKA :** Mr. Speaker, Sir, the reply given by the hon. Minister is contrary to the categorical statement made by the Institute's Director Dr. Sneh Bhargava on 30th September to the effect that the Government did not accept his proposal for opening peripheral hospitals at State headquarters and as a result thereof 3,000 patients were coming daily to O.P.D., but only 816 beds were there including 80 V.I.P. beds, of which 100 beds daily were being vacated and as such they did not have sufficient beds for referred patients. It was for this reason that he had given a proposal for the setting up of such Institutes in each State. Keeping in view this horrible situation and also in view of the fact that the situation has become worse today due to Doctors' strike in Delhi, will the hon. Minister give consideration to the proposal given by the Institute for the setting up of Institute of this level in each State?

**THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) :** Sir, what our Director has said is correct and what we are saying is also right. . .

**MR. SPEAKER :** And, Sir, what you are saying is also right.

**SHRI P.V. NARASIMHA RAO :** Whatever he has said is correct because

the hospital has been set up exclusively for running the referral system. Referral system did not come into vogue because the number of patients was very much higher. When a patient comes, we cannot turn him back saying that he should bring a reference. With the passage of time, the referral wing went into the back-ground and now it is a general hospital to a large extent. However, 30 per cent of the patients are such which are treated as referral cases from other hospitals. What we are saying is that the situation, as it exists now, does not warrant this hospital to be converted into a referral hospital. We shall have to take such a step when position becomes unmanageable and in that case we shall have to make arrangements to cater to the needs of thousands of patients who visit the O.P.D. We cannot leave them in lurch, and another thing is that they are inter-dependent. At present the situation does not warrant to convert it into a referral hospital, but gradually we shall have to resort to it and mobilize funds for this purpose. We have formulated a scheme to open peripheral hospitals and to increase their number. I would also like to tell you that in spite of the fact that the treatment is available at peripheral hospitals the patient choose to come direct to this Institute. There is a psychological reason behind it. They think that being a big hospital, it can make even headache vanish in minutes. The hospital in their neighbourhood, perhaps, would take a longer time. All these factors will have to be looked into. But as the position stands now, the time does not seem to be ripe yet to convert it into an exclusive referral hospital.

**SHRI RAM PYARE PANIKA :** Mr. Speaker, Sir, the hon. Minister is right in saying that there is a craze among the people for this Institute and they think that better treatment would be available there. But, at the same time, the fact remains that three thousand patients visit this Institute daily. Keeping in view the importance of this Institute, the Government will have to make some alternative arrangements. As regards the position in our State of Uttar Pradesh, an institute named Sanjay Gandhi Institute is going to be set up there ; other States have also

been demanding such institute in their respective States. Will the hon. Minister advise the States to set up such institutes by mobilizing their own resources and by getting Central assistance for this purpose during the Seventh Plan, because it is not possible to have all such institutes in the Central sector? This is necessary to enable the patients who are coming to Delhi at present from all over the country to get treatment in their respective States.

**SHRI P.V. NARASIMHA RAO :** Sir, I have just now told about the conditions prevailing in the Delhi hospital. When such are the conditions here, how can we advise them to set up referral hospitals there? Already we have referral hospitals which are not functioning as such. It is all right that we can write them to open referral hospitals wherever possible, they also know it. The attention that we can give to a patient in a referral hospital cannot be given under the system that is in vogue now. Another demand that is being made is to get the O.P.D. expanded. Extension in O.P.D. means shelving the referral system. This is the alternative that we have. Even Estimates Committee have said that setting up a referral system should not result in inconvenience to the public. We bow to their orders as well. We shall have to make some arrangements after keeping all these things in view.

**MR. SPEAKER :** Allopathy and allopathic hospitals are becoming more and more popular. But they are very costly. We should lay more emphasis on Ayurvedic system of medicine.

**SHRI P.V. NARASIMHA RAO :** That we are doing. There also, we are facing the same psychological problem. The patients come here only after trying all the systems of medicine.

**MR. SPEAKER :** What is the reason that we are adopting the entire western system.

[English]

**DR. KRUPASINDHU BHOI :** Hon. Speaker, Sir, it is a good co-incidence that

this question has come up when the Junior Doctors are on strike. The Minister has said that there is no proposal to close our Out-Patient Department. But practically the Out Patient Department in AIIMS is totally closed because the Doctors, GDMO and other people who can be deputed there, will not be able to treat the patients or they cannot take personal care. This Ministry is misinterpreting the demands of the Union of the Junior Doctors. In the Report of the Pay Commission, the basic pay recommended for Siddha, Unani, Ayurvedic doctors and also for GDMOs who are just MBBS, begins at Rs. 2200. But for the Junior Doctors' demand—who are putting in more than 90 hours in a week, i.e. more than GDMOs.....

MR. SPEAKER: Dr Bhoi, the point you are referring to, is not in the question.

DR. KRUPASINDHU BHOI: No, Sir ; it is a coincidence.

MR. SPEAKER : There is no coincidence. It does not flow from this question. Why can't you be relevant ?

SHRI P.V. NARASIMHA RAO : My idea of closing down Out. Patients Department is not related to the strike.

DR. KRUPASINDHU BHOI : I would like to enquire how it is not relevant...

SHRI M. RAGHUMA REDDY: Is it a fact that there is a shortage of operation theatres in AIIMS ? If so, when are we going to meet the requirements ? If a patient goes to the hospital, he has to wait for 3 or 4 years for operation. (*Interruptions*) I would like to know from the hon. Minister whether he is going to take any steps...(*Interruptions*)

KUMARI SAROJ KHAPARDE : The hon. Member asked about shortage of operation theatres. I don't think in AIIMS there is any shortage of operation theatres. What he is saying is absolutely baseless. It is possible that in certain cases one has to wait for a certain period, but it does not

mean that there is shortage of operation theatres.

[*Translation*]

MR. SPEAKER : Such patients remain alive for three to four years.

[*English*]

SHRI M. RAGHUMA REDDY: A person has to wait for operation, especially for ENT and neurology cases.

KUMARI SAROJ KHAPARDE : In the AIIMS, people are coming not only from the city, but also from the whole country. There is heavy rush. It is a fact. But it does not mean that it is so because of shortage of operation theatres. It is not correct. One has to wait for some time.

MR. SPEAKER: This is an over-flow of patients.

#### Rehabilitation of People Displaced Due to Indravati Project

\*143. SHRI RADHAKANTA DIGAL : Will the Minister of WATER RESOURCES be pleased to state :

(a) the total number of people displaced due to the execution of multi-purpose Upper Indravati Project in Orissa ;

(b) the steps taken for their rehabilitation ; and

(c) the details thereof ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND. (a) to (c) 2833 families are likely to be displaced by the project. Lands have been identified for rehabilitation of 1309 families but the affected persons have expressed preference for cash grant. A Rehabilitation Committee has also been constituted by the State Government.



**SHRI RADHAKANTA DIGAL :** The Minister has stated in his reply that 2833 families are likely to be displaced by this project, but he has identified land for rehabilitation only for 1309 families, after seven years. In view of this fact, this project will start submerging the dam area during June 1987. So, I would like to know from the hon. Minister whether all the displaced persons i.e. displaced due to the Indravati project can be rehabilitated during the next six months.

**SHRI B. SHANKARANAND:** Land has already been identified for the purpose of rehabilitation. Families have also been enumerated. A majority of families are asking for cash grants in lieu of land for rehabilitation. Efforts will be made to rehabilitate each family, according to its choice, as far as possible.

**SHRI RADHAKANTA DIGAL:** I want to know from the hon. Minister whether Government have any proposal before them to rehabilitate the displaced persons in the *ayacut* area of this project, or in an area nearby, in any other land not fit for cultivation; and further, I would like to know what are the reasons for the displaced persons opting for cash grant, which is not sufficient for rehabilitation.

**SHRI B. SHANKARANAND:** The State Government has formed a Rehabilitation Committee under the chairmanship of the Chief Secretary. Many details of rehabilitation are being discussed, and proposals formulated. As I said earlier, efforts are made to rehabilitate each family.

[*Translation*]

**SHRI ARVIND NETAM :** The hon. Minister has just now said that the displaced persons have preferred cash grants.

**MR. SPEAKER :** What do they prefer?

**SHRI ARVIND NETAM :** Cash. They are demanding cash instead of land. Since most of the displaced persons are tribals, I think, either their demand has not been

properly understood or they have not been fully convinced. Will the hon. Minister seriously look into it whether there is some kind of protest behind it? Secondly contrary to Government claims, land in tribal areas is not available ever since the Forest Conservation Act, 1980 came into force. I would like to know whether this matter will be looked into afresh?

**MR. SPEAKER :** Either pay them cash or allot them good land.

[*English*]

**SHRI B. SHANKARANAND :** It is a very good suggestion for action.

**SHRI K. PRADHANI :** This project is situated in my constituency. I know about it better than anybody else. I am a member of that Rehabilitation Committee also. In Koraput District, a patch of land measuring about 1200 hectares was reclaimed by this project authority to settle these displaced persons of Indravati Project. But after the reclamation was done, the villages were set up there and these displaced persons were taken to that place to settle there. But only 30 families are residing there; others refused to settle there because it is unfit for cultivation; it is rocky. Is it not a fact? Will the Minister kindly look into the matter and let me know what allotment they have made for each family for rehabilitation? As far as I know, only Rs. 14,000 are allotted for each family which is not sufficient to purchase one acre of land for their settlement.

**SHRI B. SHANKARANAND :** I must thank the hon. Member because he is a member of that Committee and he knows the facts, as he said. If a displaced person refuse to settle there, perhaps there must be some valid reasons for it. Definitely, we will enquire into the matter and see how these people are settled.

**MR. SPEAKER :** The land must be good; otherwise, they cannot live there.

You ask the hon. member about it because he is a member of that Committee; he knows whether the land is fit for cultivation or not. Have you seen that land?

SHRI K. PRADHANI : Yes I have personal seen that land. We had discussed about it in the Committee. Our Consultative Committee has reported in the resolution that it is not fit for cultivation. Let the Minister enquire into it.

(*Interruptions*)

SHRI B. SHANKARANAND : Where is the dispute in what he says ; I do not dispute in the facts, what he says. If the land is not fit for cultivation and if the families are insisting upon cash grant, that will be done. (*Interruptions*)

[*Translation*]

SHRI ANADI CHARAN DAS : What he is talking ? He cannot talk like that.

(*Interruptions*)

MR. SPEAKER : You take your seat, what are you doing ? You have no business to do that. I am saying so in response to your words.

SHRI ANADI CHARAN DAS : You are big people. You do not understand the words of a poor man.

(*Interruptions*)

MR. SPEAKER : Order, Order. Is anybody listening to what I want to say ? I am saying about your point.

I am also talking about your point. If they want land, let them be given fertile land. You may look into it yourself. If the farmers are displaced, they should be given land.

(*Interruptions*)

[*English*]

MR. SPEAKER : Why do you interrupt me when I am saying something ? Can you not sit properly ? I say that you must provide land which is fit for cultivation and habitation. That is what it is. It must be looked into. That is all. Yes, please ?

(*Interruptions*)

MR. SPEAKER : It is all right now. You take your seat.

SHRI B. SHANKARANAND : I do not dispute with what you say and what the Members say.

(*Interruptions*)

[*Translation*]

MR. SPEAKER : Why don't you let him speak ?

(*Interruptions*)

MR. SPEAKER : Let him speak. If he does not agree with us, we don't you let him speak, why are you interrupting ? Let him speak. You are again speaking. Please sit silently.

[*English*]

He is agreeing with us. What more do you want ?

SHRI B. SHANKARANAND : We will try to find out. If the land is [available], we will definitely give the land.

MR. SPEAKER : You must find out.

SHRI ANANTA PRASAD SETHI : They should give land. (*Interruptions*)

MR. SPEAKER : If you persist like this I will like you to withdraw from the House. Sit down, now.

SHRI S.M. GURADDI : May I know whether this project... (*Interruptions*)

MR. SPEAKER : Nothing more,

**SHRI S.M. GURADDI :** May I know whether you go to any assistance from the World Bank to complete this project and whether it is a fact that the World Bank has insisted on rehabilitation of those families which have lost their land? Have they suggested it or not?

**SHRI B. SHANKARANAND :** Leave alone the World Bank, the Speaker, the Members of Parliament, the Government, they are insisting that the land should be given to the farmers. The World Bank assistance is there, its component is there. It is a multi-purpose project and it is for irrigation. The Prime Minister last year visited this area and has said that all efforts should be made to see that the project is completed within time.

**MR. SPEAKER :** I know.

**SHRI B. SHANKARANAND :** So, a special assistance of Rs. 10 crores has been granted and we have already written to the State Government to give Rs. 5 crores as their share.

**MR. Speaker :** Shri Nityananda Mishra.  
(Interruptions)

**MR. SPEAKER :** I have already told him. How many times do you want me to say the same thing over again?

**SHRI ANANTA PRASAD SETHI :** The policy is very good, but the implementation is very poor. That is the trouble.

**MR. SPEAKER :** Will you take your seat?

**SHRI ANANTA PRASAD SETHI :** Will you kindly go there, Sir?

**MR. SPEAKER :** Have you not heard me?

(Interruptions)

**MR. SPEAKER :** It is all right.

Shri Nityananda Mishra. Absent.

Shri Ramashray Prasad Singh.

### Railway Finance Corporation for Railways Development Programmes

**\*145. SHRI RAMASHRAY PRASAD SINGH :** Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to float a Railway Finance Corporation for financing the Railways development programmes;

(b) if so, the details thereof; and

(c) whether this arrangement will result in increase in passenger fares and freight rates?

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

(b) & (c) It is proposed that the Indian Railway Finance Corporation may have an authorised capital of Rs. 200 crores and a paid-up capital of Rs. 50 crores. The Corporation would undertake public borrowings. From the funds so raised they will procure Rolling Stock and other equipment and lease them to the Railways. It is proposed to raise Rs. 250 crores in the current year. The details in regard to the rate of interest etc. have not yet been decided.

[Translation]

**SHRI RAMASHRAY PRASAD SINGH :** Mr. Speaker, Sir, in response to hon. Minister's reply, I would like to know the amount of loan received by the Corporation from the public and what is the rate of interest thereon?

**SHRI MADHAVRAO SCINDIA :** What does the hon. Member want to know?

**MR. SPEAKER :** Shri Ramashray Prasadji, you put your question again please.

**SHRI RAMASHRAY PRASAD SINGH :** The hon. Minister has told that the proposed Corporation would borrow money from the public. I would like to know how much money the Corporation has so far borrowed from the public and what is the rate of interest thereon ?

**SHRI MADHAVRAO SCINDIA :** It has been decided in principle that a corporation named 'Indian Railway Finance Corporation' will be registered. The rate of interest on its borrowings and other provisions are still under consideration. Since no bonds have yet been floated, there is no question of borrowings.

**SHRI RAMASHRAY PRASAD SINGH :** Mr. Speaker, Sir, we want to know whether during the formulation of the proposal, it was also considered that with the setting up of the proposed Corporation for the development of Railways and after railway equipments are purchased with the borrowings from the Corporation, the railway fares would also go up or not?

**SHRI MADHAVRAO SCINDIA :** The rate of interest on the proposed borrowings of Rs. 250 crores will be, perhaps,  $10\frac{1}{2}$  or 11 per cent. This is a proposal and the decision thereon is yet to be taken. That means, it will be higher by 4 per cent as compared to the rate of interest that we pay to the Government and will result in an additional burden of Rs. 10 crores on the Railways in a full year. The Railways are spending Rs. 4640 crores yearly and keeping that figure in view, these 10 crores rupees are not much. This may also not necessitate any increase in the rail fare or freight.

[English]

**SHRIMATI GEETA MUKHERJEE :** I could not fully understand the rate of interest question. It is said in the main reply that Rs. 250 crores will be raised in the current year itself. And now you say that the details of the interest have not yet been worked out. Naturally I take it that it is within this financial year that you want to raise Rs. 250 crores through public borrowing and, therefore, you will promise some

rate of interest to the public as we are seeing many public undertakings raising loans from the public at 15 per cent or 16 per cent rate of interest. I would like to know from the hon. Minister, since only a few months are left for the current year to be over, whether the economics of getting public borrowing at such a high rate of interest and the implications of it to the railways when that money will be leased out to the railways, have been worked out so that additional burden through this high rate of interest does not come on the consumers.

**MR. SPEAKER :** He has already replied to that question that the additional burden on the railways will be Rs. 10 crores only.

**SHRI MADHAVRAO SCINDIA :**  $10\frac{1}{2}$  per cent has not yet been decided. In principle it has been accepted that the Indian Railway Finance Corporation be set up. The formalities themselves would be taking approximately a month or two. While those formalities, the registration, etc. and the setting up of the body would take place, in the intervening period, we will make up our mind as to what the rate of interest should be and what are the special incentives, if any, that should accompany the rate of interest. But we are saying that if the rate of interest is  $10\frac{1}{2}$  per cent or 11 per cent, then the difference comes to 4 per cent only. But as yet the rate of interest has not yet been decided.

[Translation]

**MR. SPEAKER :** Geetaji, do you also intend to deposit some money.

[English]

**SHRI K.S. RAO :** It is good that the hon. Minister has come with the proposition of starting a Railway Finance Corporation and borrowing funds from the public with a view to give some more facilities to the people. In Andhra Pradesh a lot of cement industries have come up near Jaggaiahpat in Krishna District which

are losing crores of rupees because of short of railway line between Naligudi and Guntur. They are prepared to deposit a certain amount with the railways. I wish to know from the hon. Minister whether he will undertake construction of this railway line which will be useful for reduction of the cost of cement and for that they are prepared to give the deposit to the railways.

**SHRI MADHAVRAO SCINDIA :** It does not pertain to the question of Indian Railway Finance Corporation.

#### **Blind Population and Aid to blinds for Treatment**

**\*146. SHRI MULLAPPALLY RAMA-CHANDRAN :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the estimated number of blind persons in the country as per the latest census;

(b) whether the number of blinds in the country has been decreasing or increasing during the last three years, year-wise;

(c) whether Government have any estimate as to what percentage of the blinds is curable;

(d) what help is being extended by Government to enable the curable blind to regain sight; and

(e) whether Government have any specific proposal/programme for extending financial aid to those who are blind and cannot afford treatment.

**THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHA-PARDE) :** (a) According to I.C.M.R. Survey (1971-73), 9 million persons were estimated to have vision less than 6/60 i.e. they could not count fingers from a distance of 20 ft.

According to National Sample Survey (1981), using criteria of counting fingers from 3 metres (10 ft.), 3.47 million persons were found to be blind,

(b) A country-wide sample survey for blindness is in progress at present and the decrease or increase in the number of blind will be known after its findings become available.

(c) Yes, Sir. About 80%.

(d) Free medical treatment is provided at all Government hospitals and in the eye camps.

(e) No, Sir.

**SHRI MULLAPPALLY RAMA-CHANDRAN :** Sir, I understand that in order to tackle the problem of blindness, the Government of India had introduced a massive programme in the year 1976-77, and one of the salient features of this programme is conducting eye camps throughout the country. In view of the irreparable damage that these camps have posed in recent months in certain parts of the country by rendering hundreds of persons totally blind, may I know from the hon. Minister whether this eye camp approach has been entirely withdrawn or the voluntary organisations are being forbidden from conducting these sort of eye camps in future?

**THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) :** Sir, there are two sides to this. The eye camps in many instances have done a very good service, in some instances they have also unfortunately added to the blinds. So, it is a question of how efficiently an eye camp is run. During the recent meeting of the Central Council of Health, a decision was taken that eye camps run indifferently or with inadequate preparation or with inadequate after operation care, should be clearly banned. We should have some criteria which should be rigorously followed. We are setting up a committee to go into all the aspects of eye camps. It

is not possible for us to say categorically that there will be no camp at all. That would be wrong. But at the same time we cannot leave it to the whims and fancies of quacks masquerading as ophthalmic surgeons. So, this is a matter which has to be gone into. Decision has been taken and we will go into it.

**SHRI MULLAPPALLY RAMACHANDRAN :** Sir, from the reply given by the hon. Minister, as also from the study made by the Indian Council of Medical Research, the total number of blinds in our country is alarmingly high despite the sincere efforts made by the Government. It is a known fact that the main reasons for the high rate of blindness in our country are low level nutrition, lack of sufficient number of ophthalmic personnel in the hospitals and, of course, lack of proper awareness in the minds of the people also. Under those circumstances, malnutrition being the chief reason for the high rate of blindness in our country, may I know from the hon Minister how much amount has been allocated or set apart in the Seventh Plan for the Vitamin-A programme and what is the number of children who are going to be benefited by this programme? Also, I would like to know the progress of this programme during the last three years.

**SHRI P.V. NARASIMHA RAO :** Sir, there are multifarious reasons for blindness. Blindness itself is defined in different ways on different occasions by different bodies. The WHO definition is one. There are other definitions also. The surveys have not been comprehensive so far. The area taken or the number of persons taken for survey have been far too inadequate. So, it is very difficult to come to any definite conclusion. The survey which is now being undertaken is a comprehensive one and I hope that when the results of the survey are available, we will be able to have a much better picture of what is happening on the blindness programme. I would only say that camps have been run and there are certain programmes of assistance from the Central Government, but I cannot give you exact figures at the moment. The figures of cataract operations, etc. are available but I would only add that we are paying

all possible attention to this. After the survey is completed, I would on some occasion, like to come to the House with all the findings and seek for the cooperation of hon. Members.

[*Translation*]

**SHRI V. TULSIRAM :** Mr. Speaker, Sir, I would like to know from the hon. Minister whether he has received any report as to the number of cases which were cured and of those who lost their vision in the operations done in the eye camps? Secondly, earlier also, such camps were run in Uttar Pradesh and 200 persons had lost their vision in the course of such operations.

**MR. SPEAKER :** This has already been replied to.

**SHRI V. TULSIRAM :** Mr. Speaker, Sir, today itself I have read in the newspaper that 100 persons have lost their eyesight. May I know the reasons for that? What precautions are being taken to see that such incidents do not occur in future?

**SHRI P.V. NARASIMHA RAO :** Mr. Speaker, Sir, I have already said that thousands of people have been cured but at the same time there are people whose cases have been spoiled, but the newspapers do not give the figures of those who are cured. The news in respect of the people who get blinded is prominently published. Therefore, we cannot reach a conclusion that everywhere the people are subjected to suffering. It is just possible that an odd case at some place was spoiled, but you cannot say that this is what is happening everywhere.....(*Interruptions*)...

**SHRI NARAYAN CHOUBEY :** Why should even a single person go blind?

**SHRI P.V. NARASIMHA RAO :** That is why we are going to set up a committee and action will be taken only after the cases are thoroughly investigated.

[English]

MR. SPEAKER : It is not a casual approach. He is trying to say something. Let him say. It is not a casual approach. How can this be a casual approach ? (Interruptions) You are un-necessarily (Interruptions).

SHRI P.V. NARASIMHA RAO : I am going to tell you that figure. During the Seventh Plan an amount of Rs. 31 crores has been allocated for the programme and I would like to say that I am not at all giving a non-serious reply. I am saying that this programme cannot be closed down tomorrow because it has been found beneficial in many places. It cannot be left to the whims of the quacks because some calamities have occurred. So, therefore, we will have to go into all these things. We have set up. We have taken at the highest level of CCH and we are going to go into this.

SHRI BHAGWAT JHA AZAD : There are approximately 90 lakh people who are blind in this country and fortunately majority of them can be given eye sight with a small investment by simple operation. May I know, under the National Programme for Control of Blindness, whether medical and para medical forces are in position ? If so, by what time it would be possible for the Government to give sight to those who can be given under this scheme ?

SHRI P.V. NARASIMHA RAO : The National Programme for Control of Blindness which was launched throughout the country in 1976 aims to reduce the blindness in the country from 1.4% which it happens to be at the moment to 0.3% by the year 2000 A.D. and we are working with that as a target.

SOME HON. MEMBERS : Please allow us.

MR. SPEAKER : I cannot do it daily. I have so many Members more on the question list. (Interruptions)

SHRI A. CHARLES : Please allow me. I have been working on this..

MR. SPEAKER : If you are working on it, it is very good. Please keep working on it.

#### Repair and Maintenance on National Highway No. 12

\*148. SHRI AJAY MUSHRAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the repair and maintenance work on National Highway No. 12 has been delayed considerably;

(b) if so, the reasons thereof;

(c) whether the laid down norms for National Highways have been adhered to so far as National Highway No. 12 is concerned;

(d) if not, the reasons thereof; and

(e) the steps the Ministry propose to take to bring the National Highway No. 12 to the laid down specification ?

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

(b) Does not arise.

(c) Yes Sir, within available resources.

(d) Does not arise.

(e) Improvement of the National Highways is a continuing process subject to availability of funds. Further improvement works costing about Rs. 37 crores have been included in the 7th Plan for being taken up on National Highway No. 12 in Rajasthan and Madhya Pradesh.

SHRI AJAY MUSHRAN : National Highway No. 12 was declared as such in 1960 and in 1960 it was only about 500

kms. in the State of Madhya Pradesh. In 1981 another 400 kms. of Rajasthan area was also added to the National Highway No. 12. Now the hon. Minister has said in his reply to part (c) that it is a continuing process. I would very much have appreciated if the process were continuing provided it had begun. With the process of repair, maintenance and bringing it to the specifications it has not begun, the question of continuing process does not arise.

Now, my first Supplementary is : During the Fourth and Fifth plans, i.e., in the Sixties, what all was done by way of repair, maintenance and bringing the National Highway of 1960 till 1981 to the specifications and how much money was allotted in the Fourth, Fifth and Sixth Plans, and in the Sixth Plan how much money was spent on the section in Madhya Pradesh and how much money was spent on the section in Rajasthan ? It is because I have a feeling that the area and the section of the road in Madhya Pradesh since 1960 has not been repaired at all and there has been a lot of public inconvenience because of that.

[*Translation*]

MR. SPEAKER : Your question are quite lengthy. You will have to give all these points in writing separately. We can say about National Highway No. 10, but yours is National Highway No. 12.

[*English*]

SHRI RAJESH PILOT : Mr. Speaker, Sir, the hon. Member of Parliament has a background of ordnance in the Army and the Army people really believe when the bomb is blast. Till the bomb is made, they do not call it a process.

This working of National Highway has been on after it was declared in 1960 and the Rajasthan portion was included in the year 1981. In the Sixth Plan we spent roughly Rs. 10 crores on this National Highway, Rs. 1.79 crores in Rajasthan portion and Rs. 1.38 crores in Madhya Pradesh portion. In the Seventh Plan we had roughly Rs. 17.74 crores in Rajasthan and Rs. 19.26 crores in Madhya Pradesh.

Sir, as a second point he has asked about the Sixth Plan expenditure on the National Highway 12. In Madhya Pradesh portion in the Sixth Plan we had spent from 1980 to 1985 Rs. 1600 lakhs and in Rajasthan we had spent Rs. 1800 lakhs.

SHRI AJAY MUSHRAN : I would also like to know from the hon. Minister : Is there any priority for the road plan laid down in the Seventh Plan by the Planning Commission and if it has not been laid, what steps the Government is taking to get the road plan given priority and within this money which the hon. Minister has said, for the Seventh Plan Rs. 17.74 crores for Rajasthan and Rs. 19.26 crores for Madhya Pradesh, whether work will start from Madhya Pradesh or Rajasthan side.

SHRI RAJESH PILOT : As far as priority is concerned, the Planning Commission has been taking up the case with the Government because road sector we have got to give priority. But unfortunately resources are limited and that is why the Government is going in for a National Highway Authority so that resources could also be augmented in a different way because at the moment our requirement is great, to bring all the National Highways to the standard and every State is demanding for the National Highway. So, we are trying our best, whatever we can augment from the Planning Commission within our resources and also some other sources could be opened to augment this priority sector.

As far as the work is concerned, when it starts I will certainly give the choice to the hon. Member of Parliament who wants the work to start from Madhya Pradesh. We will start from Madhya Pradesh also and we start from Rajasthan also.

SHRI P. KOLANDAIVELU : Sir, with regard to the National Highway it is under the direct control of the Central Government. Funds are being allotted Statewise by the Central Government only and the maintenance is taking place according to the funds available, which are allocated to the State Governments. My question is, the condition of the National Highways is



very very poor when compared to other foreign countries. Sir, we do not have any express ways also. Just in foreign countries express ways are allotted and by that a car can go straight with 80 km or 100 km per hour speed, but here not even a bullock cart. Here I want to know, from the Sixth Plan period and the Seventh Plan period not even a single kilometre of road has been upgraded from State Highways to National Highways. That is the position now. Even in respect of the maintenance you are not giving priority according to the National Highways which are available in the States concerned. I want to know from the hon. Minister whether you will come forward to allocate more funds to the States, according to the km. wise, at least for maintenance, if not for upgradation. You know fully well that you are now having independent charge. Formerly, you were not having independent charge of Surface Transport and now you are. Therefore, you should please find out and get more allocations for the States for the maintenance of Highways.

**SHRI RAJESH PILOT :** Sir, it is a fact that regarding National Highways, we have not been able to cope up with the national requirements of the traffic. But it is again due to the resources. As far as the maintenance is concerned, whatever resources we give to the States, that is also not very rightly utilised by some States. That is why, we are coming up with the suggestion...

**SHRI P. KOLANDAIVELU :** What are the States which are not rightly utilising ?

**SHRI RAJESH PILOT :** Well, if you ask a separate question, I can tell you. Some of the States have surrendered the funds also. We are fighting for the funds; we have given funds to the States but they have not been able to utilise the minimum possible, whatever they can spend from the fund. That is why, we are coming up with the suggestion that we should have a National Highway Authority so that the quality of work can be monitored by the Centre.

(Interruptions)

**MR. SPEAKER :** Why do you want to stir up a hornet's nest ?

**SHRI RAJESH PILOT :** Sir, I do agree with the hon. Member that when you travel on the road, it is the National Highway image which is projected. If a foreigner goes and travels on the road, he does not know which State he is passing through. He will certainly feel about the national roads. That is why, we are coming up with this idea.

As far as adding of kms. to the National Highways are concerned, we have taken a decision that whatever the National Highways are there at the moment, let us first bring them up to the standard, improve them first and then add to the Kms.

As far as the Express Way is concerned, it is a very good suggestion. We have already taken up the work with the World Bank aid in Ahmedabad-Baroda route. The work has been sanctioned. The work is going on. We are also seeing the feasibility of having Express Ways in other parts of the country.

**SHRI AMAL DATTA :** When the National Highways are planned and specifications are laid down for them, it is done according to the number of traffic which is expected to move in the next 5 years. And also the load is taken, as the axle load of the type of traffic which is to move. In other words, if 200 trucks of Tata, Mercedes are supposed to move, you take 200 trucks and the axle load is taken as 7.5 tonnes. Everybody knows that Tata, Mercedes or Benz truck carries 15 to 17 tonnes. That is the usual thing. Now, I have asked the authorities concerned in road building and they say this is the international norm and therefore, they have to take the axle load and they cannot take the actual load. That is the reason—and they have admitted—why our roads break-down very easily. If you do not go by the reality, the actuality of the position, this is bound to happen.

The other thing is, 5-year term is too short a period because by the time you

sanction, 5 years have already elapsed. So, the number of traffic has gone up. Now, what are you going to do to rectify the situation?

**SHRI RAJESH PILOT :** Sir, it is a fact that by overloading, our roads get damaged. That is why, we are coming up with an amendment to the Motor Vehicles which go overloading. The amendment is likely to come.

**SHRI AMAL DATTA :** Why don't you take the actual position?

[*Translation*]

**SHRI MOHD. AYUB KHAN :** Mr. Speaker, Sir, the hon. Minister comes from Rajasthan. Firstly, he had promised to link Jhunjhunu with the National Highway. I would like to know whether he intends to construct National Highway from Sikar to Delhi via Jhunjhunu and if so, when he is going to inaugurate it?

**MR. SPEAKER :** Please give a firm assurance, no *Kucha* business here.

**SHRI RAJESH PILOT :** Sir, as I said just now, the policy of the Government is to improve the existing National Highways first and after that new National Highways should be taken in hand. If we go on accepting new National Highways, we shall not be able to improve the existing ones. I am not in a position to give any firm assurance to the hon. Member.

**MR. SPEAKER :** You should take up at least one by doing a favour.

[*English*]

Setting up of Centrally Controlled Medical Institute in Andhra Pradesh

\*149. **SHRI V. TULSIRAM :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether there is a proposal to set up Centrally controlled Medical Institutes in Andhra Pradesh ;

(b) if so, the details alongwith location thereof ; and

(c) the time by which the medical institutes are expected to be set up ?

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

(b) and (c) Do not arise.

[*Translation*]

**SHRI V. TULSIRAM :** Thank you very much, Mr. Speaker, Sir. I thought, I would not be getting a chance because you would say that the Question Hour was over. You did give me a chance but the hon. Minister has spoiled that chance . . . . (*Interruptions*). . . . Sir, I would like to know from the hon. Minister as to why a negative reply is given every time the turn of Andhra Pradesh comes? Is it due to the reason that Telugu Desam Government is in power there?

**KUMARI SAROJ KHAPARDE :** Sir, it is not that a negative reply is given because Telugu Desam Government is in power there. Since no such proposal is under consideration of the Central Government, hence the negative reply.

**SHRI V. TULSIRAM :** Sir, there is one Nizam Orthopaedic Hospital there, in which a special ward in the memory of late Sanjay Gandhi was also opened. Funds for this purpose were also made available, but nothing of this sort is seen there. At the same time, a promise was also made to set up a Cancer Research Centre, but in this case too, no such arrangement is there. I want to know whether she is going to provide such an arrangement there?

**KUMARI SAROJ KHAPARDE :** The question asked by the hon. Member was about something else, but he is asking supplementaries on entirely a different point.

## WRITTEN ANSWERS TO QUESTIONS

[English]

## Requirement and Turnout of Medical and Paramedical Personnel

\*144. SHRI NITYANANDA MISHRA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whereas the number of doctors is increasing progressively in the country, rural areas are being neglected for medical care ;

(b) the annual turnout of doctors and paramedical staff ;

(c) the requirement of doctors and paramedical staff separately for the rural folk all over the country ; and

(d) what steps are being taken to augment the turnout of paramedical staff who can attend to the requirements of the doctors in rural areas ?

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

(b) The annual turnout of doctors and para-medical staff is about 13,000 and 34,189 respectively.

(c) The information is contained in the statement given below.

(d) By augmentation of admission capacity in existing schools, opening of new schools for paramedicals for rural areas and introduction of vocational stream courses.

## Statement

Category	Total require- ment by 31.3.1990	No. in position as on 1.4.86	Requirement for 1.4.1986 to 31.3.1990
Medical Officer	32,498	21,896	10,602
Nurse-midwife	40,622	9,215	31,407
Pharmacists	24,374	22,049	2,325
Lab. Technician	24,374	8,175	16,199
Health Worker (Female)/ Auxiliary Nurse Midwives	1,51,666	96,222	55,444
Health Assistant (Male)	21,666	25,248	3,582
Health Assistant (Female)	21,666	16,244	5,422
Health Worker (Male)	1,30,000	83,943	46,057

**Deaths Due to Meningitis**

\*147. SHRI BALASAHEB VIKHE PATIL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the number of persons died of meningitis, Statewise during the last three years ; and

(b) the measures adopted by Government for the cure and prevention of this disease ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) The number of persons

who died due to Meningococcal infection during last three years as per reports received from State Governments/U.T. Administrations are given in the statement given below.

(b) The following measures have been/ are being taken to contain the disease :—

- (1) Weekly monitoring of cases and deaths from major hospitals ;
- (2) Examination of school children to detect healthy carrier rate ;
- (3) Alerting of all hospitals and dispensaries for case detection, chemoprophylaxis, immuno-prophylaxis to high risk groups and maintainance of adequate stocks of medicines.

**Statement**  
***Meningococcal Infection***

S. No.	States/UTs	DEATHS			
		1983	1984	1985	1986
1.	Andhra Pradesh	82	58	63	11
2.	Assam	13	11	—	
3.	Bihar	23	15	62	25
4.	Gujarat	1	6	9	—
5.	Himachal Pradesh	7	6	9	1
5.	Haryana	2	11	10	9
7.	J & K	1	3	—	—
3.	Karnataka	39	27	56	36
9.	Kerala	14	20	30	21
10.	Madhya Pradesh	15	27	29	24
11.	Maharashtra	262	171	143	51
12.	Manipur	—	—	—	—
13.	Meghalaya	1	—	—	—
14.	Nagaland	—	—	—	—
15.	Orissa	69	66	38	6

1	2	3	4	5	6
16.	Punjab	1	—	2	1
17.	Rajasthan	69	93	95	67
18.	Sikkim	—	—	—	—
19.	Tamil Nadu	—	—	—	1
20.	Tripura	—	—	1	—
21.	Uttar Pradesh	116	39	120	17
22.	West Bengal	—	—	—	—
23.	A & N Islands	—	—	—	—
24.	Arunachal Pradesh	—	—	—	—
25.	Chandigarh	—	—	—	—
26.	D & N Haveli	—	—	—	—
27.	Delhi	2	20	277	205
28.	Goa, Daman & Diu	—	—	—	—
29.	Lakshadweep	—	—	—	—
30.	Mizoram	—	—	—	—
31.	Pondicherry	—	—	—	—
TOTAL		722	573	964	475

\*Data provisional

**Vayudoot Service for Kerala**

\*150. DR. K.G. ADIYODI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether a proposal has been forwarded by the Kerala Government for starting a Vayudoot Service in Kerala ;

(b) if so, the details thereof and the time schedule of starting the service ; and

(c) if not, the reasons thereof ?

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

(b) and (c) This proposal was about introduction of Vayudoot services on Mangalore-Calicut-Cochin and Coimbatore sectors. Mangalore, Cochin and Coimbatore are already airlinked by Indian Airlines services. Calicut is included in the list of stations proposed to be airlinked by Vayudoot during the current plan period. An airport at Calicut is under construction and is likely to be completed by December, 1987. Airlinking of Calicut, therefore, depends on the development of the airport and other infrastructure and is subject to the availability of aircraft capacity.

**Improvement of National Highway  
No. 43 in Orissa**

**\*151. SHRI K. PRADHANI :** Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether there is any proposal for improvement of National Highway No.43 in Orissa passing through Koraput district and particularly the stretch between Kotpad and Jeypore during 1986-87 ;

(b) since when the improvement of this highway is pending ;

(c) whether the condition of the stretch of the highway is very bad in comparison to the stretches passing through Madhya Pradesh and Andhra Pradesh ; and

(d) if so, the reasons for the difference in the maintenance and improvement of the National Highway ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Yes Sir. In 1986-87 Annual Plan, there is a provision for widening and strengthening of 15 km of National Highway No. 43 passing through Koraput district of Orissa. The stretch between Kotpad and Jeypore is not included in this proposal.

(b) The improvement of this National Highway has been taken up from time to time in accordance with availability of resources, the requirement of traffic and inter-se priority of all such works on all India basis.

(c) No Sir.

(d) Does not arise.

**Proposal to set Cauvery Tribunal**

**\*152. SHRI P. KOLANDAIVELU :** Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Government are considering to set up a tribunal for Cauvery issue ; and

(b) if so, when ?

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

(a) and (b) The Government of Tamilnadu have submitted a formal request for the reference of the Cauvery waters dispute to a Tribunal for adjudication under the provisions of Section 4 of the Inter-State Water Disputes Act, 1956, and the same is under examination.

**Development of Yubavarati Stadium,  
Salt Lake, West Bengal**

**\*153. SHRI SATYAGOPAL MISRA :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have taken a decision to release Rs. 10 crores for the development of the Yubavarati Stadium, Salt Lake, West Bengal ;

(b) if so, the details thereof ;

(c) whether any amount has been released so far in this regard ; and

(d) if not, the reasons for delay ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS & SPORTS AND WOMEN & CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) The Government have decided to provide Rs. 10 crores for completion of Yubavarati stadium at Salt Lake, Calcutta. The funds will have to be utilised for the completion and provision of sports facilities and not for payment of pending bills.

(b) According to preliminary indications given by the State Government, it proposes to utilise the above central financial assistance on installation of an electronic score board, artificial athletic track, flood-lighting, roof and certain unfinished works.

(c) Initial release of funds would commence as soon as the State Government has made available detailed proposals to the Central Government and a phased time-bound programme for completing the project.

(d) Does not arise.

**Smuggling from Cargo Complex of Indira Gandhi International Airport**

**\*154. SHRI SUBHASH YADAV :  
SHRI DHARAM PAL SINGH  
MALIK :**

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether attention of Government has been drawn to press reports regarding smuggling of goods worth several crores of rupees, without paying any customs duty or completing other legal formalities from cargo complex at Indira Gandhi International Airport ;

(b) whether any inquiry has since been conducted ;

(c) whether any arrest has also been made : and

(d) action taken or proposed to be taken in regard thereto and to avoid recurrence of such cases ?

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

(b) The cases are under investigation by the Police Authorities.

(c) Yes, Sir.

(d) The following preventive measures have been taken to avoid recurrence of such incidents :

(i) The Delivery Gate between the Cargo Terminal and the Heavy Cargo Shed, which provides direct access from the air-side has been sealed ;

(ii) Airport Police Personnel have been posted in the air-side at the gates opening from Terminal II towards the airside.

(iii) Entry in the bonded area at the Cargo Terminal has been restricted to operating staff of Airlines, Customs, I.A.A.I. and its agents ;

(iv) Fork Lift Operators have been instructed to follow directions only from I.A.A.I. officials in regard to retrieval of Cargo ;

(v) The processing of general commercial cargo and unaccompanied baggage is being separated to avoid any mix-up. The storage area for import Cargo is also being augmented by adding a new covered shed measuring 3000 sq. mtrs ; and

(vi) The issue of blank Gate Pass Books and their daily usage is being monitored on a day-to-day basis.

#### **Telugu Ganga Project**

**\*155. SHRI THAMPAN THOMAS :  
SHRI BHATTAM SRIRAMA  
MURTY :**

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Union Government made any efforts to have the inter-State differences ironed out in regard to Telugu-Ganga Project ;

(b) whether the Prime Minister also held talks with the Chief Ministers concerned ; and

(c) if so, the outcome thereof and the stage at which the matter stands at present ?

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

(b) During his visit to Hyderabad on 11th April, 1986, the Prime Minister held discussions on the Telugu Ganga Project with the Chief Minister of Andhra Pradesh. The matter was also briefly discussed in the meeting of the Prime Minister with the Karnataka Ministers and officials on 12th April, 1986.

(c) An inter-State official level meeting was held by the Ministry of Water Resources on 28th April, 1986. The Union Minister of Water Resources convened a meeting of the Chief Ministers on 5th June, 1986, but this could not take place.

Efforts to sort out inter-State issues are continuing. Recently on 24-10-1986, a review meeting was held by officers of Central Water Commission at Hyderabad on the points on which further clarifications are required from Andhra Pradesh.

#### **Relief Measures for Flood Affected in Assam**

\*156. SHRI BHADRESWAR TANTI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether as a relief measure to the recently flood-affected people of Assam, Government of India have sent medicines to prevent epidemic and also for the ailing persons, along with garments for those who have lost everything in the floods ;

(b) whether Government have also sent a team of doctors to provide medical assistance ; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (c) As per the request of Government of Assam, the Central Government have provided adequate quantity of

medicines, anti malarial drugs, DDT, Malathion Technical for fogging operation & Fogging machines. No request for a team of doctors has been received from the State Government. However, the Regional Director (Health & Family Welfare) is coordinating relief measures with the State Health authorities.

#### **Model Railway Stations**

\*157. SHRI K. RAMACHANDRA REDDY : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a proposal to establish a Model Railway Station in each of the Railway Divisions ;

(b) if so, the details thereof ;

(c) the amount likely to be spent for establishing these model railway stations ; and

(d) the names of the railway stations selected under this scheme in Southern Railway, South Central Railway and South Eastern Railway ?

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

(b) 66 stations have been selected to be developed as Model Stations on all Zonal Railways. Statement-I indicating the number of stations Railway-wise is given below.

(c) The total amount likely to be spent for establishing these model railway stations cannot be assessed at present as detailed plans and estimates are still under preparation.

(d) Statement-II showing the names of Railway Stations selected on Southern Railway, South Central and South Eastern Railways is given below,



**Statement-I****Statement Showing the Number of Model Stations Proposed**

S. No.	Railway	Total No. of Model Stations
1.	Central	8
2.	Eastern	7
3.	Northern	11
4.	North Eastern	6
5.	Northeast Frontier	5
6.	Southern	7
7.	South Central	5
8.	South Eastern	8
9.	Western	9
Total		66

**Statement-II****Names of Railway stations selected on Southern Railway, South Central and South Eastern Railways**

Railway	Division	Station
Southern	Madras	Madras
	Tiruchirapalli	Tiruchirapalli
	Madurai	Madurai
	Mysore	Mysore
	Bangalore	Bangalore City
	Trivandrum	Trivandrum
	Palghat	Coimbatore
South Central	Secunderabad	Hyderabad
	Hyderabad	Nanded
	Vijaywada	Vijaywada
	Guntakal	Tirupati
	Hubli	Bellary
South Eastern	Adra	Ranchi
	Bilaspur	Bilaspur, Raipur
	Chakradharpur	Tatanagar
	Kharagpur	Kharagpur
	Khurda Road	Bhubaneshwar
	Nagpur	Gondia
	Waltair	Waltair

**Shortage of Wagons for Coal**

**\*158. DR. CHINTA MOHAN :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Collieries are complaining of shortage of wagons whereas Railways are maintaining that they do not have enough coal to freight ; and

(b) if so, the steps, Government contemplate to take to improve the situation ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) There are no complaints from the Department of Coal regarding shortage of wagons. The loading position is reviewed on a continuous basis at different levels, and, as a result of this coordination, the position in respect of offer of coal is improving.

**New Rail Lines for Transportation Facility to Visakhapatnam Steel Factory**

**\*159. SHRI G. BHOOPATHY :** Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal before Union Government for laying new rail lines for transportation of raw materials to Visakhapatnam Steel Plant, and to transport the finished products to different parts of the country ; and

(b) if so, the details of proposed new rail lines and the anticipated expenditure therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) Construction of Koraput-Rayagada new B.G. line (164 kms.) was approved to serve the needs of traffic for Visakhapatnam Steel Plant. The present estimated cost of the project is Rs. 322 crores.

Mo'umari-Jaggayapetta new line (32 kms.) estimated to cost Rs. 19.64 crores

under construction will also be used partly for transport of raw material for Visakhapatnam Steel Plant.

**Terminal at Bhayandar and Four-line Track on Western Railway**

**\*160. SHRI S.G. GHOLAP :** Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a proposal to have a terminal facility at Bhayandar, Western Railway, Bombay Division ;

(b) if so, the progress in the matter ;

(c) whether there is also a proposal to have a four-line track on the Western Railway ; and

(d) if so, the progress of the Vasai Bridge near Bhayandar and when it is likely to be completed ?

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

(b) Does not arise.

(c) Four-lines exist between Church Gate and Borivili. There is no other proposal under consideration at present.

(d) The progress of construction of new Vasai Bridge upto October '86 is 26%. The work is planned for completion in June, 1990.

**Construction of Trivandrum Bypass**

**\*161. SHRI T. BASHEER :** Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government have given approval to the estimates for construction of Trivandrum Bypass which starts from kilometres 551/900 of National Highway No. 47 at Kazhakuttam and ends at Parassala ;

(b) If so, the details thereof and the present position regarding the work ; and

(c) the time by which the work is expected to be completed ?

**THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) :** (a) and (b) Trivandrum bypass having a length of about 43 kms. is proposed to be constructed in two phases. The alignment for the bypass under phase-I i.e. from Kazhokuttam to Vezhamuttam, a length of 20.5 kms. has been finalised. The alignment for Phase-II (length of about 22.5 kms.) is yet to be finalised as the aerial photographic survey is still in progress. The details of the works sanctioned and their present position is given in the statement given below :

(c) It is too early to indicate the time by which the bypass will be completed.

#### Statement

##### *Phase—I (i.e. kms. 0—20.50)*

Estimate amounting to Rs. 205 07 lakhs was sanctioned in January, 1978 for the acquisition of land from km. 0.0 to km. 20.50. It is targetted to be completed by June, 1987.

2. Estimate amounting to Rs. 36.943 lakhs for the construction of this bypass from km. 11.90 to 13.079 was sanctioned under Job No. 417-KR/47 to provide access to the Air Port. The work has been completed.

3. Two estimates for the reach from km. 10.25 to 11.90 and km. 13.079 to 16.50 for earth work and C.D. work amounting to Rs. 69.89 lakhs have been sanctioned. The State PWD have invited tenders for these works and have recently forwarded the revised estimate based on these tenders to the Ministry. These revised estimates are being processed for sanction.

##### *Phase—II (i.e. length of 22.5 kms.)*

An estimate amounting to Rs. 1.09 lakhs was sanctioned in January 1982 for aerial photographic survey for alignment of this phase. The work is in progress.

#### Navodaya Vidyalaya at Bellary (Karnataka)

**1398. SHRIMATI BASAVARAJESWARI :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is a proposal to start a "Navodaya" school in Bellary (Karnataka) during the current year.

(b) whether Government have received representations for starting Navodaya School in Bellary ; and

(c) If so, the reaction of Government thereto ?

**THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) :** (a) No, Sir.

(b) Yes, Sir.

(c) A Navodaya Vidyalaya has been sanctioned for the district of Bellary to set up in the next year i.e. 1987-88 at Rama Sagar, Hospet Taluk.

#### [Translation]

#### Construction of Bridges Over Banas River in Rajasthan

**1399. SHRI BANWARI LAL BAIRWA :** Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the number of existing bridges on Banas river in Rajasthan ;

(b) whether their present condition is satisfactory ;

(c) whether any survey has been undertaken recently for constructing more bridges on this river ;

(d) if so, the names of the places where bridges are required to be constructed according to the Survey report with details in this regard ;

(e) whether Government propose to prepare a comprehensive programme soon to build durable bridges for all the roads passing across the Banas river ; and

(f) if so, the details thereof and when survey for this purpose is proposed to be conducted ?

**THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) :** (a) and (b) There are five bridges on Banas River in the State of Rajasthan. Out of these five bridges, only two of them viz. (i) Bridge near Nathdwara on Udaipur-Beawar Road on NH. 8 and (ii) Bridge near Tonk on Jaipur-Tonk-Jabalpur Road on NH. 12 fall on the National Highways. The condition of the bridge on NH. 8 near Nathdwara on Udaipur Road is satisfactory whereas the bridge on NH. 12 near Tonk on Jaipur-Tonk-Jabalpur Road is an old and weak bridge called Frazer bridge. The Government of India have sanctioned Rs. 504 lakhs for construction of a new bridge to replace the existing bridge. The remaining three bridges which fall on State Road are also reported to be in satisfactory condition.

(c) No, Sir.

(d) Does not arise.

(e) The construction of bridges on roads other than National Highways crossing Banas River is to be carried out by the State Government depending upon the importance of the road, traffic volumes and availability of funds. At present, there is one bridge on Banas River under construction near Swai Madhopur on Dausa-Swai Madhopur Road State Highway No. 29.

(f) Does not arise.

[English]

**Posting of Technical Hands on Posts of ACS Catering in Railways**

**1400 SHRI RAMESHWAR NIKHARA:** Will the Minister of RAILWAYS be pleased to state :

(a) the total number of posts of ACS (Catering) from the Technical and ex-cadre on All Zonal Railways, Railway-wise :

(b) whether it is a fact that Western, Northern, South Central and Southern Railways have got more than two posts of ACS (Catering) from ACS catering cadre ;

(c) whether it is also a fact that Technical hands have been deprived of their fundamental rights ; and

(d) on what date Technical hands for Jhansi and Nagpur Divisions, Central Railway will be posted which are the only Divisions having 3 base kitchens on Indian Railway serving approximately 5000 meals to pantry Car apart from other duties performed ?

**THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** (a) The information is given below :—

Railway	No. of posts of ACS (Catering)
Central	1
Eastern	1
Northern	4
North Eastern	Nil
Northeast Frontier	Nil
Southern	3
South Central	3
South Eastern	1
Western	3

(b) Yes, Sir, These 4 Railways have more than two posts of ACS (Catering) which are ex-cadre.

(c) No, Sir.

(d) There is no exclusive post of ACS (Catering) on Jhansi and Nagpur Divisions for making it ex-cadre. Commercial Officers of the Divisions invariably look after catering as part of their duties.

**Trafficking of Women and Girls**

1401. DR. B.L. SHAILESH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether a study and survey conducted by the Joint Womens Programme (JWP) on "Trafficking of women and girls for sexual exploitation and sale" revealed that a majority of girls or women are sold into prostitution by their own relatives or parents as reported in the 'Hindu' New Delhi Edition dated 20 October, 1986 ;

(b) whether Government have examined this indepth survey on the living conditions of these women ; and

(c) if so, the remedial measures proposed in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF YOUTH AFFAIRS & SPORTS AND WOMEN & CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) :  
(a) The report on the study or survey by the Joint Women's Programme has not been received by this Ministry.

(b) and (c) the question does not arise.

**Medical Facilities Available to  
Karnataka People**

1402. SHRI NARSING SURYA-WANSHI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the people of Karnataka are less privileged in respect of the quality of health services and other medical facilities through Government hospitals than in other States ; and

(b) if so, what steps have been taken or likely to be taken in this regard by the Centre ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND THE MINISTER OF HEALTH AND FAMILY

WELFARE (SHRI P.V. NARASIMHA RAO) : (a) and (b) No Sir. A comparative statement indicating the number of doctors registered with the Medical Councils, number of Government Hospitals and beds therein and the number of Government dispensaries and beds therein available in the various States does not indicate the situation mentioned in the question.

However, Health is a State subject and all the hospitals are under the direct control of the individual State Governments. It is primarily the responsibility of the State Governments to provide medical facilities and ensure their quality in their respective States.

**Fly-over at Chatapathar in  
Asansol Division**

1403. SHRI PURNA CHANDRA MALIK : Will the Minister of RAILWAYS be pleased to state :

(a) whether the fly-over at Chatapathar, Asansol has been completed ;

(b) if so, when the construction work was started ;

(c) if not, the progress made so far ; and

(d) the expected time by which it would be completed ?

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

(b) The work of construction was started on 15.9.81.

(c) The physical progress of the work on the bridge proper being executed by the Railway is 75%.

(d) The completion of the work will depend on the completion of the approaches by the State Public Works Department.

**Howrah-Amta B.G. Line**

**1404. SHRI HANNAN MOLLAH :**  
**SHRI SANAT KUMAR**  
**MANDAL :**

Will the Minister of RAILWAYS be pleased to state :

(a) the percentage of work completed to date, on the Howrah-Amta Broad Gauge line ;

(b) whether the progress of work is satisfactory in terms of target ;

(c) when the work is likely to be completed ; and

(d) whether there is any escalation in the cost of the project, if so details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Phase-I from Santragachi to Bargachia (24 kms.) i.e. 32.4 percent has been completed.

(b) and (c) Further progress and completion of the line will depend on availability of funds in the coming years.

(d) Present estimated cost is Rs. 60 crores against original estimated cost of Rs. 18.72 crores in 1974-75.

**Conversion of Guntur-Dronachalam  
 Railway Line in Andhra Pradesh**

**1405. SHRI C. SAMBHU :** Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to convert the Metre Gauge line into Broad Gauge line between Guntur-Dronachalam in Andhra Pradesh ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) and (b) Survey for conversion from M.G. to B.G.

between Guntur and Dronachalam and separate parallel line from Kurnool Town to Guntakal via Dronachalam (470 Kms.) has been taken up.

[*Translation*]

**Payment of Dues of Retired Employees  
 in Baroda Division**

**1406. SHRI RAM PUJAN PATEL :** Will the Minister of RAILWAYS be pleased to state :

(a) the number of employees retired from Baroda Division of Western Railway during the period from 1 January, 1985 to 31st July, 1986 ;

(b) the number out of these employees whose cases of pension, gratuity etc, have not yet been cleared ;

(c) the number of employees out of them who have since died but their dues have not yet been paid to their families ; and

(d) the time by which the dues of the deceased employees are proposed to be paid by Government to their families ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) 669.

(b) There are 70 employees whose gratuity has not been paid mainly due to non-vacation of Railway quarters by them. Names of the the employees will constitute a lengthy list and will be furnished, if desired later.

(c) Nil

(d) Does not arise.

[*English*]

**Conference of G.Ms' Of Zonal Railways**

**1407. SHRI P.M. SAYEED :** Will the Minister of RAILWAYS be pleased to state :

(a) whether a Conference of General Managers of all the Zonal Railways was held in New Delhi in the month of September, 1986; and

(b) if so, the details of the suggestions and proposals made to increase efficiency and popularity of passenger trains and goods carrier trains?

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

(b) Punctuality of passenger trains, quality of service to the passengers, safety, security, maintenance and upkeep of coaches & wagons, improvement in catering services, passenger amenities, improvement in goods loading and fulfilling the Railways freight loading targets, improvement in engine utilisation & terminal facilities, completion of track renewal & sanctioned works, reduction in claim, ensuring safety of passengers & their goods, improvement in reservation facilities and computerisation were some of the important subjects discussed.

**Losses Sustained by Indian Merchant Shipping During Iran-Iraq War**

1408. SHRI H.B. PATIL:  
SHRI JAGANNATH  
PATTNAIK :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Indian Merchant Shipping has sustained losses during Iran-Iraq war; and

(b) if so, the details thereof including the lives lost and ships damaged/broken?

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

(b) A statement is given below.

**Statement**

Details of Indian Merchant Ships reported lost/damaged during the Iran-Iraq war are as follows :—

1. M.V. 'Varuna Yan' of Thekur Shipping Company :

Trapped at the start of war in November 1980 and reported total loss. No loss of life or injury to persons reported. Insurance payment made Rs. 1.2 crores.

2. M.V. 'Neelkanthan' of Himalaya Shipping Company :

Trapped at the start of war in November, 1980 and reported total loss. No loss of life or injury to persons reported. Insurance payment made Rs. 1 crore.

3. M.V. Shree 'Vishnu' of Reshamwala Shipping Company :

Trapped at the start of war in November, 1980 and reported total loss. No loss of life or injury to persons reported. Insurance payment made Rs. 0.6 crores.

4. M.V. 'Vijaya Avatar' of Vijaya Lines :

Trapped at the start of war and reported total loss. One life lost. No injury reported. Insurance payment made Rs. 0.4 crores.

5. M.V. Rishi 'Vishwamitra' of Garware Shipping Company :

Attacked on 25.10.1981 and abandoned as total loss. Two lives lost. No injury reported. Amount of loss Rs. 3.25 crores.

6. M.V. 'Archana' of Shipping Corporation of India :

Attacked on 20.11.1982, resulting in partial damage of hull and accommodation. No loss of life reported. 18 persons injured. Amount of damage US \$ 12000/-.

7. M.V. 'APJ Priti' of APJ Lines :

Attacked on 31.5.1983 and abandoned as total loss. No loss of life or injury reported.

## 8. M.V. 'APJ Ambika' of APJ Lines :

Attacked on 1.3.1984 and abandoned as total loss. No loss of life or injury reported.

## 9. M.V. 'Jagpari' of Great Eastern Shipping Company :

Attacked on 11.10.1984 resulting in partial damage to hull. No loss of life reported. One person reported injured. Amount of damage Rs. 0.18 lakhs.

## 10. M.V. 'Kanchunjunga' of Shipping Corporation of India :

Attacked on 25.12.1984, resulting in partial damage to hull and accommodation. No loss of life reported. One person injured. Amount of damage in Malaya Dollars 1,725,000/-.

In addition to above ships, 25 sailing vessels were stranded in war zone at the start of the war and many of them are reported to be total loss. The exact amount of loss is not known.

**UGC Recognition to Padmavati  
Mahila University, Tirupathi**

1409. SHRI S. PALAKONDRA-YUDU : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the University Grants Commission has recognised Padmavati Mahila University at Tirupathi in Andhra Pradesh ; and

(b) if so, whether the University will get all the benefits including monetary benefits ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) and (b) Sri Padmavati Mahila Vishwavidyalayam, Tirupathi, has been established under an Act of the Andhra Pradesh Legislature.

The university does not require any further recognition from the UGC. However since the university was established only in 1983, it requires to be declared fit by the UGC for financial assistance from Central sources. The UGC has since agreed to declare the university fit to receive such assistance. Any grant for institutional development will be sanctioned to the university only after the required number of teaching posts are filled up, the buildings have been completed and the statutes of the university have been amended as suggested by the UGC.

**Policy regarding cultivable  
Railway Land**

1410. SHRI SYED SHAHABUDDIN : Will the Minister of RAILWAYS be pleased to state :

(a) the total area of land under the control of the Railways ;

(b) the policy regarding the utilisation of the land, if cultivable, lying on both sides of the Railway track ; and

(c) the extent of implementation of the policy ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) 3.42 lakh hectares.

(b) As per the extent policy, the railways propose to utilise the cultivable vacant land by afforestation ; such afforestation being done departmentally at stations and Railway colonies and in between stations generally through State Forest Departments.

(c) About 24,000 hectares of Railway land have been covered by afforestation.

**Metal concession passes to  
physically handicapped**

1411. SHRI N. DENNIS : Will the Minister of RAILWAYS be pleased to state :



(a) whether there is any proposal under consideration of Government to issue metal concession passes to the physically handicapped on production of doctors' certificates; and

(b) if so, the details thereof?

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

(b) Does not arise.

#### Serampore fly-Over

1412. SHRI ANIL BASU : Will the Minister of RAILWAYS be pleased to state :

(a) the progress so far made in the construction of fly-over at Serampore; and

(b) the expected time by which it would be completed?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The physical progress on the bridge proper being executed by the Railway is 70%.

(b) The completion of the work will depend on the completion of the approaches by the State Public Works Department.

#### Closure of Uneconomic Railway Lines

1413. SHRI MOHANBHAI PATEL : Will the Minister of RAILWAYS be pleased to state ;

(a) whether it is a fact that Railway Reforms Committee has made a study to locate uneconomic railway lines in the country ;

(b) if so, the findings of the committee;

(c) the suggestions made to close down uneconomic railway lines ;

(d) the number of such railway lines closed down in each zone ;

(e) whether it is a fact that in addition to these lines many other lines have also been closed down by the Government ;

(f) if so, the number of such rail lines and the reasons for their closure in Gujarat ; and

(g) the steps being taken by Government to restart those lines ?

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

(b) and (c) The findings and suggestions of the Railway Reforms Committee were that 136 branch lines considered uneconomic may be classified under the following categories, for purposes of closure/retention :—

(i) 40 lines can be closed down in view of availability of adequate road services to meet full transport requirements of the area ;

(ii) 17 lines can be closed down provided 'kutchha' roads which become unserviceable during the monsoon are converted into all-weather metalled roads ;

(iii) Continuance of 5 lines for which surveys for conversion have been ordered would depend upon the findings of the surveys.

(iv) Continuance of 74 lines which cannot be closed down for reasons such as strategic importance, serving remote areas not accessible by road, serving towns which are of tourist importance, etc.

(d) Five lines on Western Railways and one each on Southern and North Eastern Railways.

(e) and (f) Two other lines were closed. None of them were in Gujarat.

(g) There is no proposal to reopen the closed lines.

**Schemes for Development of Inland Waterways during 1986-87**

**1414. SHRI V. SOBHANADREESWARA RAO :** Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the schemes which are going to be implemented during 1986-87 for development of inland waterways ;

(b) the amount sanctioned for development of Buckingham Canal from Vijayawada to Madras during 1986-87 ;

(c) whether Inland Waterways Authority proposes to construct Navigation Lock at Vuyyuru when upper pulleru joins Ryvas canal ; and

(d) if so, the details thereof ?

**THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) :** (a) The under-mentioned Central/Centrally Sponsored schemes have been included for implementation in the Annual Plan 1986-87 for development of inland waterways :—

(i) Hydrographic surveys of the river Brahmaputra from Dhubri to Sadiya, rivers Gandak and Kosi, the feeder routes of river Ganga and the West Coast Canal between Cochin and Quilon ;

(ii) Development of infrastructural facilities for shipping and navigation between Allahabad and Haldia on the river Ganga-Bhagirathi-Hooghly ;

(iii) Construction of slipway at Pandu and setting up of terminal facilities at Karimganj in Assam ;

(iv) Provision of navigational aids on the rivers Mandovi and the Zuari and capital dredging of Mandovi, Zuari and Mapusa rivers in Goa ;

(v) Improvement of Neendakara-Cheriyazheekal waterway, Champakara Canal (Phase-II), Udyogmandal Canal and procurement of

dredger and water hyacinth harvester for development of waterways in Kerala ;

(vi) Construction of terminal for ferry services across the river Hooghly at selected points in West Bengal ; and

(vii) Improvement of Buckingham, Commamur, Eluru and Kakinada Canals.

(b) The two canals namely the Commamur Canal and the North Buckingham Canal form the inland waterway between Vijayawada and Madras. An amount of Rs. 20.00 lakhs has been provided in the Annual Plan 1986-87 as Central Share for improvements to Buckingham Canal and other canals system of River Godavari and Krishna in Andhra Pradesh. Besides, a sum of Rs 20.00 lakhs has also been provided in the Annual Plan 1986-87 for improvement of Buckingham Canal stretch between Ennore to Andhra Pradesh Border in Tamil Nadu.

(c) No such proposal has been included in the Seventh Plan.

(d) Does not arise.

**[Translation]**

**Amount spent on Construction of Hieun Tsang Memorial, Bihar**

**1415. SHRIMATI MADHUREE SINGH :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the amount spent so far by the State Government and Union Government on the construction of Hieun Tsang Memorial at Nalanda (Bihar) in the memory of the Chinese pilgrim Hieun Tsang ; and

(b) the future development plan thereof and the time by which it will be completed ?

**THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) :** (a) It was a Central Government project on which the total expenditure was Rs. 46.42 lakhs.

(b) The construction was completed in 1984. In March 1985, the Government of Bihar agreed in principle to the merger of Hieun Tsang Memorial with the Nava Nalanda Mahavihara and to establish an autonomous organisation. However, the State Government has since indicated that a thinking has developed for establishment of an Open University at Nalanda incorporating the Nava Nalanda Mahavihara into it. The matter is still under consideration.

**Scheme for Development of  
Historical Tomb of Shershah Suri  
in Sasaram**

**1416. SHRI MOOL CHAND DAGA :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the historical tomb of Shershah Suri in Sasaram is in a dilapidated condition and has lost its charm for the tourists due to its poor maintenance and inadequate lighting and sanitation arrangements ; and

(b) if so, whether Archaeological Survey of India is preparing any scheme for the development of the tomb and its surrounding area and if so, the salient features thereof and the expenditure involved and the time by which the work will be completed ?

**THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) :** (a) The tomb of Shershah Suri is not in a dilapidated condition and has not lost its charm. However, certain structural repairs, including resetting of veneer slabs inside the dome, are to be carried out and adequate arrangements for lighting and sanitation are needed,

(b) A scheme for the development of the monument and its environment, including structural repairs, is under preparation. Meanwhile, certain works for repairs to the dome, erection of grill enclosure for the monument complex and provision of sanitary facilities have been sanctioned at an estimated cost of Rs. 11.44 lakhs, to be completed during the current financial year.

[English]

**Lift Irrigation Scheme**

**1417. SHRI AMARSINH RATHAWA :** Will the Minister of WATER RESOURCES be pleased to state :

(a) the names of the States where lift irrigation schemes have been implemented :

(b) whether it is a fact that there is large scope for popularising lift irrigation in the country and particularly in Gujarat ; and

(c) if so, the details of central assistance given to each State for the purpose and particularly to Gujarat during the years 1985-86 and 1986-87 ?

**THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) :** (a) Almost all the States are implementing lift irrigation schemes.

(b) Yes, Sir.

(c) Minor Irrigation Schemes are funded and implemented by the State Governments from their own Plan resources. The Central Government provides assistance through Centrally Sponsored Schemes to accelerate the minor irrigation programme. Separate figures regarding assistance given for lift irrigation schemes are not maintained at the Centre.

**Digital Microwave Technology for  
Railway Tele-Communications**

**1418. SHRI SRIBALLAV PANIGRAHI :** Will the Minister of RAILWAYS be pleased to state ;

(a) whether West German consultant for the Railway Tele-communications network under its computerisation programme has favoured the digital microwave technology ;

(b) if so, whether any interim report has been received by Government in this regard ; and

(c) if so, the details regarding its suggestions and the reaction of Government thereon ?

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

(b) Yes, Sir.

(c) It is a comprehensive report running into four volumes, handed over on 4.11.1986. No decision on the report has been taken

Passenger amenities at Kiratpur, Hoshiarpur Guler and Jwalamukhi road Railway Stations

1420. PROF. NARAIN CHAND PARASHAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received any request for providing additional passenger amenities at Kiratpur, Hoshiarpur, Guler (KVR) and Jwalamukhi Road (KVR) Railway Stations ;

(b) if so, the details of the amenities demanded at these stations and the action taken by Government to provide them ; and

(c) the total amount allocated by the Northern Railway for providing passenger amenities during each of the past 3 years separately for each year including the current financial year ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Requests have been received for providing additional

passenger facilities at Kiratpur, Guler and Jwalamukhi Road Stations. No request is available for additional passenger facilities at Hoshiarpur Station.

(b) A statement is given below.

(c) The total allotment of funds for providing passenger amenities for Northern Railway during each of the past 3 years is as under :

1984-85	—	Rs.85.00 lakhs
1985-86	—	Rs.83.00 lakhs
1986-87	—	Rs.143.00 lakhs

#### Statement

#### I. Kiratpur Station :

(i) *Water Supply for passenger.*—7 hand-pumps already exist which are adequate for passengers needs. A shallowbore well has also been provided and piped water supply to upper class waiting room, has been made available.

(ii) *Second Class Waiting Room.*—A waiting hall already exists and the same is considered adequate for the present level of traffic.

(iii) *Passenger Shelter.*—The proposal will be considered in future Works Programme subject to availability of funds.

#### II. Guler Station :

*Extension of covered shed on passenger platform.*—The proposal will be considered in future Works Programme subject to availability of funds.

#### III. Jwalamukhi Road Station :

*Extension of Passenger Platform.*—The work has been sanctioned.

**Special Train between Calcutta and Bhubaneswar to link places of Buddhist Interest**

**1421. SHRIMATI JAYANTI PATNAIK :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Railways have introduced a special train from Calcutta to link places of Buddhist interest in Bihar and Uttar Pradesh ;

(b) whether a similar train is proposed to be introduced between Calcutta and Bhubaneswar to link the places of Buddhist interest like Ratnagiri, Udaygiri and Lalitgiri in Orissa ; and

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

**THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** (a) A tourist train was introduced from Calcutta with effect from 3.11.1983 for the tourists visiting Buddhist centres like Gaya, Varanasi, Lumbini and Kushinagar. However, this special train has, since, been withdrawn due to poor patronisation.

(b) There is no such proposal at present.

(c) Does not arise.

**Concern over T.B. of the Spine**

**1422. SHRI LAKSHMAN MALLICK :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether T.B. of the Spine is continuing to cause concern in India and other developing countries ; and

(b) if so, the steps taken by various disciplines of medicine to tackle the problem ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE**

**MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) :** (a) and (b) Tuberculosis of Spine constitutes a very low percentage in comparison to the number and problem of pulmonary Tuberculosis. It is a non-infectious chronic disease. Facilities for free diagnosis and treatment for all type of Tuberculosis including Spinal Tuberculosis are available in the District TB Centres, TB Clinics, hospitals, including general hospitals.

**Increase in Incidence of Polio cases in Madhya Pradesh**

**1423. SHRI PARASRAM BHARADWAJ :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the details regarding increase in the number of polio cases in the State of Madhya Pradesh particularly in the remote areas where Scheduled Castes and Scheduled Tribes are living ; and

(b) the steps Government are taking in this regard ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) :** (a) The details of incidence of Poliomyelitis cases in the remote areas of Madhya Pradesh, where Scheduled Castes and Scheduled Tribes are living, are not separately available. However, the number of cases of Poliomyelitis reported to the Central Bureau of Health Intelligence by the Medical Institutes of Madhya Pradesh, during the last four years are as under :-

Year	Cases
1982	1950
1983	850
1984	1699
1985	2122

There was a slight increase in the number of cases during 1985, as compared to earlier years. Reasons for this increase are attributed to the increased awareness of the disease and detection of cases and better facilities for treatment available in the medical institutions.

(b) The expanded Immunization Programme started in 1978 involves Immunization of infants against Poliomyelitis. The Universal Immunization Programme started in 1985-86 proposes to immunise 85% of the infants by 1990 against seven vaccine preventable diseases, including poliomyelitis. From 1981-82 to 1985-86, a total of 21.31 lakh infants have been immunised against Poliomyelitis in Madhya Pradesh.

**Control Structure below Wular lake  
in Kashmir**

**1424. SHRI CHINTAMANI JENA :**  
Will the Minister of WATER RESOURCES be pleased to state :

(a) whether it is proposed to construct a control structure below the naturally-made Wular Lake in Kashmir for improving navigation ;

(b) whether Pakistan has accused India for violating the Indus Basin Treaty ;

(c) if so, the stand taken by the Union Government and the reply sent to Pakistan in this regard ; and

(d) whether the survey of the project has been completed ; if so, when the work is likely to be started ?

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

(c) India has informed Pakistan that Tulbal Navigation Project is purely a control structure meant for improving the navigability of the Jhelum River merely by the regulation of the depletion of the

natural storage already available in the Wular Lake. This structure will neither contribute to raising the water level in the Wular Lake nor involve any consumptive use of the waters. No provisions of the Treaty are, therefore, violated. The matter has been taken up by the two Commissioners under the relevant provisions of the Indus Water Treaty, 1968.

(d) Work has already been started.

**Survey for Railway Line between  
Kakinada and Kotipalli**

**1425. SHRI MANIK REDDY :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received representations from various social organisations and people requesting for construction of Kakinada-Kotipalli railway line ;

(b) whether South Central Railway has conducted survey again between Kakinada-Kotipalli railway line ; and

(c) if so, the details of the route survey and the action taken by Government and amount sanctioned for the project ?

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

(b) and (c) Survey has been taken up and yet to be completed. The route being surveyed is via Ramachandrapuram and its length will be about 40 Kms.

**Proposal to Introduce Train between  
Sainthia and Siuri**

**1426. SHRI GADADHAR SAHA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to introduce a train connecting Sainthia with Siuri in Birbhum district of West Bengal ;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor ?

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

(b) and (c) Six pairs of trains are at present available between Sainthia and Siuri which adequately meet the traffic requirements.

#### **Free Education to Students**

**1427. SHRI BASUDEB ACHARIA :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the number of States and Union Territories which are supplying text books free of cost to the students reading in schools and colleges and the details thereof ; and

(b) the number of States and Union Territories which have made education free upto class Twelve (XII) and from which year and the details thereof ?

**THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) :** (a) As per the Fourth All India Educational Survey as on 30.9.1978 all the States/UTs except Manipur, Sikkim and West Bengal had schemes which varying coverage for the free supply of textbooks to schools.

(b) According to the information available upto 1983-84, education is free upto XII class for all students in Government, local body and aided schools in West Bengal, Tripura, Arunachal Pradesh, Dader and Nagar Haveli and only in Government schools in Sikkim and Andaman and Nicobar Islands. From 1985-86 the Government of India has started a new scheme under which education of girls has been made free in classes IX to XII in all States/UTs, it being free already upto class VIII in most States/UTs.

#### **Persons Suffering from Conjunctivitis**

**1428. SHRI ANANTA PRASAD SETHI :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Union Government have asked for the reports regarding sufferers of a new disease 'conjunctivitis' ;

(b) if so, the names of such States and the number of persons suffered from this eye disease ; and

(c) whether Government have made any research in this regard and have tried the medicines which can be more successful to cure the sufferers ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) :** (a) and (b) No, Sir. Conjunctivitis is not a notifiable disease and no statistics are maintained for the said disease.

(c) The research conducted at Dr. R.P. Centre indicated that the last epidemic was due to a virus infection. There is no specific treatment for viral conjunctivitis but the disease is self-limiting and does not cause serious effects.

#### **Reconstruction of Mandovi Bridge in Goa**

**1429. SHRI PIYUS TIRAKY :** Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government propose to reconstruct the Mandovi Bridge near Panaji in Goa as the economy of the Union Territory has been affected due to lack of connecting bridge with the rest of the country ; and

(b) if so, the details thereof ?

**THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) :** (a) and (b) Yes Sir. The construction of parallel Mandov

Bridge in Go a stands included in the list of works to be sanctioned during the Seventh Five Year Plan. The proposed bridge at an estimated cost of Rs. 1207.18 lakhs shall be sited about 60 metres upstream of the existing bridge. The 890 m long bridge shall cater for two lanes of traffic and footpaths on either side for pedestrian traffic, designed as per National Highway standards.

**Non-Availability of Orthopaedician in C.G.H.S. Wing of Safdarjung Hospital**

**1430. SHRI KAMLA PRASAD SINGH :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether CGHS beneficiaries have to queue up in the general Orthopaedic OPD in Safdarjung Hospital causing hardship and inconvenience to them ;

(b) if so, whether there is any proposal to depute Orthopaedician in CGHS Block and if not, the reasons thereof ;

(c) whether any headway has been made in providing Nursing Home in Safdarjung Hospital and opening of modern polyclinics in Government residential colonies like R.K. Puram ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) :** (a) and (b) There is a separate Registration counter and Examination cubicle exclusively for CGHS beneficiaries in the Orthopaedic Department of Safdarjung Hospital. As such, the beneficiaries are not required to queue up in the General OPD for Orthopaedic facilities.

(c) At present the Government has no proposal to open a Nursing Home in Safdarjung Hospital or Polyclinics in Government residential colonies.

**[Translation]**

**Editorial Board of Bhagirath**

**1431. DR. G.S. RAJHANS :** Will the Minister of WATER RESOURCES be pleased to state :

(a) the composition of the Editorial Board of "Bhagirath" with their educational qualification etc;

(b) the guidelines laid down in regard to constitution/reconstitution of the Editorial Board of "Bhagirath";

(c) whether the guidelines have been followed in regard to the present Editorial Board and if not, the reasons thereof; and

(d) whether any time-bound programme has been chalked out in order to implement the decision taken by the Board and the time by which they will be implemented ?

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

(a) The requisite information is given in the statement given below.

(b) The functions and duties of the Editorial Boards are to provide guidelines for improvement of the Journals. The Editorial Boards are constituted/re-constituted keeping in view the above functions of the Boards.

(c) Yes, Sir.

(d) The Editorial Boards have made certain recommendations/suggestions regarding conversion of the Journals from quarterly to monthly, increasing the amount of honorarium to the contributors, making January, 1987 Issue as a Special Issue on Madhya Pradesh etc. The suggestions of the Board would be considered by the Central Water Commission and administrative decisions taken thereon.



**Statement**

*The composition of the Editorial Boards for the quarterly Bhagirath (Hindi) and Bhagirath (English) is as under :—*

Sl. No.	Name S/Shri	Designation	Educational Qualifications	
(1)	(2)	(3)	(4)	(5)
<b>BHAGIRATH (HINDI)</b>				
1.	Kurian Matchew	Chief Engineer	B.E. (Civil)	Chairman
2.	*V.P. Govindadas	Director	B.E. (Civil)	Member
3.	S.S. Manocha	Director	B. Sc (Engineering)	Member
4.	M.S. Bisaria	Director	B. Sc., B.E.	Member
5.	S.S. Pahuja	Dy. Director	B. Sc. (Civil Engg.)	Member
6.	R.S. Pandey	Director	M.E. (W.R.D.) B.E. (Electrical)	Member
7.	R.N.P. Singh	Dy. Director	B.Sc. (Engg.) M. Tech (Structural Engg.)	Member
8.	Vacant	Editor		Member
<b>BHAGIRATH (ENGLISH)</b>				
1.	Kurien Matchew	Chief Engineer	B.E. (Civil)	Chairman
2.	*V.P. Govindadas	Director	B.E. (Civil)	Member
3.	Z. Hasan	Director	B. Sc (Civil Engg. (Hons.) P.G. Diploma (Structural Engg.)	Member
4.	R.V. Rao	Director	Post Graduate in water Resources Development	Member
5.	P. Sachidanand	Director	B.Sc (Civil Engg.)	Member
6.	M.L. Baweja	Director	B.Sc. (Engg.); M. Tech.	Member
7.	R.S. Pandey	Director	M.E. (W.R.D.) B.E. (Electrical)	Member
8.	Vacant	Editor		Member

Till the posts of Editor of the two Journals which are presently vacant are filled up, the Asstt. Editor (Bhagirath Patrika) and Asstt. Director (Publicity) will attend the meetings of the Editorial Boards of Bhagirath (Hindi) and Bhagirath (English) respectively to assist in the deliberations of the Board.

\*Consequent upon the retirement on superannuation of Shri V.P. Govindadas, Director, Shri Suresh Chandra is looking after the work. Educational qualification of Shri Suresh Chandra is B.Sc. (Civil Engg.)

[English]

### Allocation of Research Projects to Universities

1432. SHRIMATI USHA CHOUDHARI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether a programme is being formulated for widespread revision of our university system and for allocating research projects and problems of practical nature to universities to boost the process of development of science and technology;

(b) whether technical research and its interaction with industries also will be covered under the new programme; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) to (c) The National Policy on Education—1986 and the Programme of Action for its implementation visualise a revamping of the higher education system and research in the country. The outlines of the programmes for this purpose are contained in the Programme of Action presented to Parliament in August, 1986.

### Sanitary Conditions in Central Government Hospitals and CGHS Dispensaries

1433. SHRI HAFIZ MOHD. SIDDIQ : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the sanitary conditions in Central Government hospitals and Central Government Health Scheme dispensaries remain the same in spite of raising the issue a number of times;

(b) if so, the reasons thereof;

(c) whether the attitude and behaviour of Government doctors is anti-patients; and

(d) if so, the corrective steps proposed to be taken in this regard ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b) Though the premises of the Central Government Hospitals and the dispensaries of the Central Government Health Scheme are cleaned at regular intervals and kept tidy, the hospitals do at times present a untidy look. This is because of the very large number of patients/attendants visiting the hospitals.

(c) and (d) No, Sir. All out efforts are made to ensure proper attitude and behaviour on the part of the attending doctors during the examination of the patients both in the OPDs, Wards and dispensaries.

[Translation]

### Limit on Allotment of Vending Units to Contractors

1434. SHRIMATI USHA VERMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether his Ministry have decided that none of the vending contractors shall have contract for more than two vending units;

(b) whether Government are aware that a number of vending contractors have contracts for more than two units;

(c) if so, the steps being taken to limit them to two vending units by cancelling the additional contracts ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) The present policy is to limit the holdings of

catering/vending contractors to 4 units in case of Co-operative Societies, and 2 units in case of others. Instructions have been given that Zonal Railways should withdraw the excess units held by the contractors at the time of renewal. Such contractors will therefore continue to hold some excess units upto the time renewal of their contract becomes due.

[English]

#### Allotment of Book Stalls

1435. SHRI N. SOUNDARARAJAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether bookstalls are finally allotted by the Headquarters in each zone, if not, the reasons thereof;

(b) whether it is a fact that prior to 1982, the bookstalls were allotted finally by the Headquarters of Northern Railway as is being done on other zonal railways at present; and

(c) the number of complaints from Members of Parliament received, if any, during 1980 to 1985 in Northern Railway against the wrong allotment of bookstalls in each Division and action taken thereon ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) On some Zonal Railways, bookstall contracts are awarded by Headquarters, and on others, by Divisions.

(b) Prior to 1978, the allotment of bookstalls was done by the Chief Commercial Superintendent/Northern Railway. Thereafter, powers were delegated to the Divisions for allotment of bookstalls except for certain categories of bookstalls, for which power is still with Headquarters or Railway Board.

(c) Four such complaints were received. They were examined and replies explaining the position given.

[Translation]

Payment of hire charges to Private bus Operators under Delhi Transport Corporation

1436. SHRI KALI PRASAD PANDEY : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the steps taken or proposed to be taken to bring down the per kilometre operational cost of Delhi Transport Corporation buses;

(b) whether Government propose to make payment of hire charges to the private bus operators under Delhi Transport Corporation at the rate equal to the per kilometre operational cost of Delhi Transport Corporation buses;

(c) if so, the details thereof; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) With a view to bring down the per kilometre operational cost of DTC buses, the steps taken include reduction in the per Km. consumption of diesel and lubricants, improvement in the life of tyres, better and effective utilisation of stores (including re-conditioned stores) better inventory control and savings through checks on revenue leakage and reduction in manpower.

(b) No, Sir.

(c) Does not arise.

(d) Private buses are engaged to supplement DTC's own fleet at fixed hire charges which are decided after determining broadly their costs of operations.

The hire charges paid to Private Operators are exclusive of costs incurred by DTC on provision of conductor, checking staff and infra-structural requirements.

[English]

**Unutilised Irrigation Potential in Maharashtra**

1437. SHRI PRAKASH V. PATIL : Will the Minister of WATER RESOURCES be pleased to state :

(a) the names of the major and medium irrigation projects of Maharashtra where exist a serious gap between the unutilised potential and the utilised potential;

(b) if so, the details thereof; and

(c) the additional area that can be brought under cultivation if the unutilised irrigation potential is fully used ?

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

(a) and (b) Details of major and medium irrigation projects with gaps in utilisation of irrigation potential created are given in the Statement given below.

(c) An additional area of 9.84 lakh ha. is likely to be irrigated when the unutilised irrigation potential is fully utilised.

**Statement**

*Details of Major & Medium Schemes in Maharashtra showing the difference between Potential created and Utilisations*

Unit—thousand ha.

Sl. No.	Name of Project	Potential created	Gap in Utilisation
1	2	3	4

**I. COMPLETED PROJECTS****(a) Major Projects**

1.	Gbod	328.62	159.15
2.	Purna		
3.	Girna		
4.	Pus		

5. Pagh

6. Mula

7. Itladoh

8. Kal

9. Tulshi

**(b) Medium Projects**

1. Bandsura

2. Dheku

3. Gangapur St. I

4. Jui

5. Mosa-m Weir

6. Ranad

7. Pushpavati Bhandara

8. Budhial Tank

9. Kamli

10. Extension of Krishna Canal

11. Shivana Anicut

12. Talwar

13. Tarali Bhandara

14. Chandani

15. Sindhphana

16. Urmodi Bhandara

17. Radhanagri

18. Bor Ph. I

19. Ekburjee

20. Ganagapur St. II

21. Galhati

22. Harni

23. Jivrekha

24. Khelna

25. Kurnur

26. Kada

27. Mahesangvi

28. Mahekari

29. Mapar St. I

1	2	3	4
30. Nalganga			
31. Pindrabodi Tank			
32. Sukhana			
33. Tirna			
34. Upper Dudhna			
35. Wan			
36. Wunna			
37. Girni			
38. Kolhi			
39. Katepurna			
40. Karwand			
41. Morna			
42. Gyanganga			
43. Panzara			
44. Saikheda			
45. Malangaon			
46. Sorna			
47. Managarh			
48. Kadi			
49. Umri			
50. Baghoda			
51. Kanholi			
52. Kundral			
53. Kudala			
54. Manar St. II			
55. Malkhed			
56. Manyad			
57. Padwal Karwadi			
58. Giroli			
59. Karpara			
60. Nirguna			
61. Khandala			
62. Panchdhara			
63. Takli			

64. Bhojapur
65. Motswanga (Pradi Takmore)
66. Tiru
67. Karadkbed
68. Ulup (Ramganga)
69. Bhandardi (Banganga)
70. Yeralwadi
71. Nazare
72. Jakapur
73. Daraswadi
74. Kalyan-Girija
75. Dhamna
76. Bodhegaon
77. Dongargaon
78. Dinanadi
79. Adhala
80. Kanholi
81. Kelzar
82. Aner
83. Suki
84. Bori
85. Ghatshill
86. Pangaon (Hingni)
87. Kesornala
88. Chandrabhaga
89. Chulbandh
90. Chargaon
91. Masoli
92. Tawarja
93. Taklibhan
94. Mondohal
95. Sidhewadi
96. Basappavadi
97. Paldhag
98. Mandwa

1	2	3	4
99. Sonal			
100. Shekbadari			
101. Uma			
102. Sakhalinala			
103. Deogaon Tank			
104. Makar Dhokra			
105. Mordham nala			
106. Rengapar			
107. Bothekar Bothali			
108. Chandainala			
109. Ambadi			
110. Lahuki			
111. Ajantha Andhari			
112. Saraswati			
113. Borna			
114. Pethwadaj			
115. Mahalingi			
116. Nagzari			
117. Wataphal			
118. Shahajani Aurad			
119. Whati			
120. Turori			
121. Giraksal			
Total	(a+b)	386.46	242.80

**II. ONGOING PROJECTS****A. Major Projects**

1	2	3	4
1. Khadakwasla		614.68	514.28
2. Krishna			
3. Bhima			
4. Kukadi			
5. Upper Godavari St. I			
6. Upper Tapi St. I & II			
7. Pench			

8. Upper Penganga
9. Manjra
10. Jayakwadi Stage-I
11. Jayakwadi Stage-II
12. Bhatsa
13. Surya

**B. Medium Projects**

1	2	3	4
1. Amba Valley		72.10	67.94
2. Amalnala			
3. Sina			
4. Wandri			
5. Natuwadi			
6. Alandi			
7. Girna Panzan			
8. Burai			
9. Pangwali			
10. Agnavati			
11. Chikotra			
12. Kasari			
13. Kumbhi			
14. Kadvi			
15. Jangamhatti			
16. Koradi			
17. Mas			
18. Aran (Pimpri Barawat)			
19. Waghadi			
20. Goki			
21. Lower Pus			
22. Kolar			
23. Pothra			
24. Dongargaon			
25. Loni			
26. Patgaon			
Total			984.17

Source : Information furnished by the State Government during Annual Plan (1986-87) discussions.

**Unutilised Irrigation Potential in A.P.**

1438. **SHRI T. BALA GOUD :** Will the Minister of WATER RESOURCES be pleased to state :

(a) the names of the major and medium irrigation projects of Andhra Pradesh where exist a serious gap between the unutilised potential and utilised potential and what are the details in this regard; and

(b) what are the areas that can be brought under cultivation if the unutilised irrigation potential is fully utilised ?

**THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND :** (a) and (b) The details of major and medium irrigation projects with gaps in utilisation of irrigation potential created are given in the statement given below:

An additional area of 2.36 lakh ha. is likely to be irrigated, when the unutilised irrigation potential is fully utilised.

**Statement**

Potential in th. ha.

Sl. No.	Name of the Project	Potential Created upto end of VI Plan	Gap in Utilisation
<b>A. COMPLETED PROJECTS</b>			
<b>(a) Major Projects</b>			
1.	Kaddam		
2.	Tungabhadra L.L.C.	127.650	25.349
3.	Tungabhadra H.L.C. St. I		
<b>(b) Medium Projects</b>			
4.	Vegavati Anicut		
5.	Varah Reservoir		
6.	Torrigeeds		
7.	Zurreru Project		
8.	Bhairavuni Tippu		
9.	Upper Pennar		
10.	Chennaraya Swamiguddi		
11.	Vidyanaraya Swamyguddi		
12.	Siddal agandi		
13.	Bahuda Reservoir		
14.	Koili Sagar Project	87.950	32.587

1	2	3	4
15. Sarala Sagar Project			
16. Musi Project			
17. Nallavagu			
18. Jutappallivagu			
19. Lakhnapur			
20. Salivagu			
21. Rajolibanda Project			
22. Bardakattu Canal			
23. Nakkalagaudi Project			
24. Bheemanapalli Project			
<b>B. ONGOING PROJECTS</b>			
<b>(a) Major Projects</b>			
25. Sriramsagar St. I			
26. Nagarj unasagar Project			
27. Vamsadhara Project St. I		1050.132	154.764
28. Tungabhadra HLC St. II			
<b>(b) Medium Projects</b>			
29. Kanupur Canal			
30. Gandipalem Project			
31. Gajuladinne Project			
32. Guntur Canal			
33. Ukachettivagu			
34. Peddan Kalam			
35. Malluruvagu			
36. Boggulavagu			
37. Pedderu Stage-I			
38. Vengalaraya L.I. Scheme		49.231	23.569
39. Peddavagu			
40. Talliperu Project			
41. Maddigedda			
		<b>Total</b>	<b>236.269</b>

say 236.00 Th. Ha. or  
2.36 lakh Ha.



### **Teams of Indian Games to Soviet Union**

1439. SHRI V.N. GADGIL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government propose to send any teams of Indian games to Soviet Union during the Festival of India to be held in various parts of Soviet Union; and

(b) whether Kabbadi and Kho-Kho teams will be sent to Soviet Union to Exhibit or demonstrate these games ?

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

(b) Yes, Sir, subject to availability of resources.

### **Cooperation Amongst SAARC Countries in the field of Child Development**

1440. DR. V. VENKATESH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the role played by India in the mutual exchange of experiences and supportive action among the seven South Asian Association for Regional Cooperation (SAARC) Countries in the sphere of child survival and development; and

(b) the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) and (b) The Government of India, in pursuance of the decision of the SAARC Council of Ministers taken in the Dhaka Session on 12-13 August 1986, hosted the SAARC Conference on South Asian Children in

cooperation with UNICEF, in New Delhi on 27-29 October 1986. Minister of Human Resource Development inaugurated the Conference. Minister of State in the Departments of Youth Affairs & Sports and Women & Child Development chaired the plenary sessions of the Conference.

The Conference provided a forum for exchange of ideas, concerns and experiences on issues relating to children in the South Asian Region. The Indian delegation interacted closely with the other delegates and shared its experiences of strategies for child survival and integrated services for child development.

### **Operational Failure of Calcutta Metro Railway**

1441. SHRI SANAT KUMAR MANDAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether Calcutta Metro Railway Services were disrupted on 2 September, 1986 morning after a train jumped the rails soon after leaving Esplanade Station at 9.48 a.m. ;

(b) whether soon after this, the Metro was in the grip of other failures like tripping of power which crippled its services and flooding ; and

(c) if so, whether any study by experts has been made of these operational failures of Calcutta Metro, and the steps being taken to prevent a recurrence of such disruptions ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Calcutta Metro Railway services were disrupted on the 1st September, 1986 in the morning after derailment of a train near Esplanade Station. Services were partially resumed on the same day and normal services were restored from 3rd September, 1986.

(b) There was cancellation of a few train services at times during September on account of teething problems experienced

with Metro coaches. The Metro services had to be completely suspended on 26.9.1986 due to heavy rains in Calcutta during the last week resulting in disruption of normal life in the city and seepage of water inside the tunnel. The services were restored on 29.9.1986 at 13.10 hrs.

(c) A high level Enquiry Committee has been constituted to go into the causes of the derailment and suggest preventive measures. Regarding problems of Metro coaches and seepage, these have been identified and remedial measures taken.

**Proposal to switch-over to 5 year  
Law Degree Course**

1442. SHRI JITENDRA PRASADA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is a proposal to switch over to 5-year law degree course after 10+2 stage ;

(b) if so, the present stage of the proposal ; and

(c) the time by which the same will be implemented ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) to (c) Under the Advocates Act, 1961, the competent authority to prescribe the standard of Legal Education and recognise degrees in Law for admission as advocate is the Bar Council of India. In pursuance of these provisions, the Bar Council has notified rules which require all universities imparting legal education to switch over to a five-year degree course in law after 10+2, by the session 1987-88. These rules also make provisions for those who have already obtained a degree to join the third year of the 5-year course,

**Broad Gauge Railway Line from  
Chamrajnagar to Mettopalayam**

1443. SHRI SRIKANTA DATTA NARASIMHARAJA WADIYAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether the field engineering survey for laying a new broad gauge line from Chamrajnagar to Mettopalayam has been completed ;

(b) if so, whether the survey report has been submitted to his Ministry ; and

(c) if not, by which time the report is expected to be submitted ?

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

(b) Yes, Sir.

(c) Does not arise.

**National Programme for Flood  
Control**

1444. PROF. RAMKRISHNA MORE : Will the Minister of WATER RESOURCES be pleased to state :

(a) when was the National Programme of Flood Control in the country launched and when the programme was originally scheduled to be completed ;

(b) what are the achievements made so far and what are the reasons for the non-completion of the project ;

(c) what is the expenditure incurred on the implementation of the scheme so far as against the allocation (year-wise) stating the reasons for the shortfall, if any ; and

(d) what is the percentage of cost escalation in respect of the ongoing projects due to delay in their completion and what steps are contemplated by Government to accelerate the progress in the completion ?

**THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARAN-AND) :** (a) and (b) The National Programme of Flood Control in the country was launched in 1954 and is a continuing programme.

Under the Programme, a reasonable degree of flood protection has been provided to an area of about 13 million ha. upto March, 1985.

(c) and (d) The outlays approved and expenditure in different Plan periods are as under :

Plan	Outlays (Rs. in crores)	Expenditure (Rs. in crores)
First Plan	13.8	13.2
Second Plan	49.2	48.1
Third Plan	86.0	82.1
Annual Plan (1966-69)	43.6	42.0
Fourth Plan	171.8	162.0
Fifth Plan (1974-78)	274.9	298.6
Annual Plan 1978-80)	277.1	330.0
Sixth Plan	1045.1	778.7

The shortfall during the Sixth Plan was mainly due to the constraint of resources with the States.

Cost escalation varies from project to project for various reasons. For accelerating the progress of their completion, funding of on-going schemes is being given priority in the Seventh Plan and funds for large and inter-State schemes are being earmarked.

#### Medical Assistance to Villagers

**1445. SHRI RAM BHAGAT PASWAN :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government propose to set up institutions which can introduce the ayurvedic system of medicines in tribal areas and train villagers in Ayurved to enable them to make medicine out of plants and crops locally and give treatment to poor tribals on cheap prices or even free of cost; and

(b) if so, the details thereof and if not, the steps taken by Government to give medical assistance to poor villagers ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) :** (a) and (b) Medical Care is a State subject. Many State Governments are encouraging Ayurved system of Medicine and the Central Council of Research in Ayurveda and Siddha have set up seven Tribal Health Care Research Projects in tribal areas to study folklore medical claims and to provide medical care.

#### Memorial in Honour of Vaikom Sathyagraha Movement in Kerala

**1446. PROF. K.V. THOMAS :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is any proposal to put up a memorial in honour of the Vaikom Sathyagraha movement in Kerala ;

(b) whether the Late Prime Minister Shrimati Indira Gandhi laid the foundation stone for the memorial eleven years ago ; and

(c) if so, what progress has been made in the construction of the said memorial ?

**THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) :** (a) According to the information received from the State Government, the memorial is to be constructed by the Vaikom Satyagraha Golden Jubilee Celebrations Committee.

(b) Yes, Sir.

(c) The State Government is ascertaining the progress of work from the Committee and Collector, Kottayam.

[Translation]

News Item Captioned "National Book Trust Ke Gyan Ka Ek Aur Namuna"

1447. SHRI KAMLA PRASAD RAWAT : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government's attention has been drawn to the news item appearing under the caption, "National Book Trust Ke Gyan Ka Ek Aur Namuna" in the daily "Navbharat Times" dated 12th October, 1986 wherein some inaccuracies have been pointed out in the catalogue prepared by the National Book Trust for Frankfurt Book Fair ;

(b) if so, whether Government have taken any remedial action in the matter ; and

(c) if not, the reasons therefor ?

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

(b) and (c) Suitable remedial steps are being taken to avoid such mistakes in future.

[English]

Clearance of Priyadarshani-Jurala Projects

1448. SHRI S JAIPAL REDDY : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the Central Water Commission has given clearance for Priyadarshani-Jurala Projects of Andhra Pradesh ; and

(b) if not, the reasons for delay ?

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

(b) The Government of Andhra Pradesh submitted revised Estimate of Jurala Project at Rs. 191.80 crores in March, 1986 to Central Water Commission. The State Government is yet to furnish replies to comments of Central Water Commission in respect of benefit cost ratio and financial return.

The State Government has also to obtain clearance from environment angle and under the Forest Conservation Act, 1980.

Opening of Navodaya Schools

1449. SHRI K.D. SULTANPURI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the names of the districts where Navodaya Schools are proposed to be opened by Government during the year 1987-88 ; and

(b) the amount proposed to be spent for the construction of buildings for Navodaya Schools in the backward hilly areas of Himachal Pradesh during the same period ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : (a) It is proposed to open 120 to 150 Navodaya Vidyalayas during the year 1987-88. Out of these, locations for 29 Vidyalayas have been finalised as per list given in the statement given below.

(b) Construction of buildings for each Navodaya Vidyalaya is being taken up in a phased manner. No amount has been specifically fixed for constructing buildings for a Navodaya Vidyalaya in backward hilly areas. The amount required to construct a building would be known only when detailed designs and estimates for the same are prepared.

## Statement

S. No.	State	No. of NV	Name of the District
1.	Himachal Pradesh	1	Distt. Kangra
2.	Karnataka	2	Distt. Chitradurga „ Bellary
3.	Uttar Pradesh	5	Distt. Baharaich „ Azamgarh „ Lalitpur „ Mirzapur „ Farrukhabad
4.	Jammu & Kashmir	7	
5.	Andhra Pradesh	7	Distt. East Godavari „ Adilabad „ Ananthpur „ Medak „ Prakasam „ Vizag „ Kurnool
6.	Bihar	2	Distt. Singhbhum „ Ranchi
7.	Arunachal Pradesh	4	Distt. Lohit „ Tirap „ Kameng „ Upper Subansiri
8.	Manipur	1	Distt. Thoubal

**Grant Sanctioned to Mahatma Gandhi Memorial and Jawaharlal Nehru Memorial Museums**

1450. SHRI RAM DHAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether it is a fact that Mahatma Gandhi Memorial Museum and Jawaharlal Nehru Memorial Museum are facing financial difficulties resulting in decay of exhibits and other constraints ; and

(b) if so, the amount of grant asked for and sanctioned to these Museums during the last five years ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAH) : (a) The Nehru Memorial Museum & Library is an autonomous organisation fully financed by the Government of India. The National Gandhi Museum, a private museum registered under the Societies Act, is in receipt of grants, from time to time, under the schemes of financial assistance administered by the Department of Culture.

(b) The following grants were sanctioned to the museums during the last five years :—

Year	Nehru Memorial Museum and Library	National Gandhi Museum
1981-82	42.48	—
1982-83	71.00	0.24
1983-84	69.18	0.24
1984-85	78.71	—
1985-86	97.36	—

(figures are in lakhs of Rupees)

**Modernisation of Air India and Indian Airlines**

**1451. SHRI H.N. NANJE GOWDA :  
SHRI G S. BASAVARAJU :**

Will the Minister of CIVIL AVIATION be pleased to State :

(a) whether there is a proposal to modernise the Air India and Indian Airlines ; and

(b) if so, by what time final decision would be taken in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) Continuous attempts are made for modernisation by Air India and Indian Airlines. Indian Airlines has placed an order for 19 latest technology Airbus A320 aircraft. Air India has acquired 4 Airbus A310 aircraft and two more will join its fleet shortly. Both the airlines have also acquired modern computers for passenger reservation, etc.

**South Korean Proposal for Development of Paradip Port**

**1452. SHRI BRAJA MOHAN MOHANTY :  
SHRIMATI JAYANTI PATNAIK :  
SHRI SOMNATH RATH :**

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether a decision has since been taken by Government to implement the proposal of M/s. Hyundai Corporation of South Korea for development of Paradip Port in order to enable it to receive vessels of 1,70,000 DWT ; and

(b) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) No Sir.

**[Translation]**

**Allocation of Additional Funds for New Education Policy**

**1453. SHRI BALWANT SINGH RAMOOWALIA :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the resources required for implementation of the New Education Policy ;

(b) the resources as would be available during the current plan period ; and

(c) the extent of commitment of resources and the means being devised if any, to make up the deficit ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : (a) to (c) The National Policy on Education, 1968, had laid down that the investment on education be gradually increased to reach a level of expenditure of 6 percent of the national income as early as possible. Since the actual level of investment has remained far short of the target, it is important that greater determination be shown now to find the funds for the programmes laid down in this Policy. While the actual requirements will be computed from time to time on the basis of monitoring and review, the outlay on education will be stepped up to the extent essential for policy implementation in the Seventh Plan. It will be ensured

that from the Eight Five Year Plan onwards it will informally exceed 6 percent of the National Income.

The Seventh Plan allocation for education for Central Sector is Rs. 1738.64 crores excluding Sports and Art and Culture. Probable expenditure will exceed the allocation. Additional allocations to be provided through the process of Annual Plans and Mid-Term Plan Appraisal.

Resources, to the extent possible, will also be raised by mobilising donations, asking the beneficiary communities to maintain school buildings and supplies of some consumables, raising fees at the higher levels of education and effecting some savings by the efficient use of facilities.

[English]

#### Broad Gauge Sidings at Okha Port

1454. SHRI BHARAT KUMAR ODEDRA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Union Government have decided to provide Broad Gauge sidings at Okha port ;

(b) if so, the latest position of the said scheme ; and

(c) the time by which final decision will be taken keeping in view the direct berthing ports on the West Coast of Gujarat.

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) to (c) Provision of Broad Gauge siding at Okha Station for handling full length rakes has been approved, in consultation with the Port authorities, who are to provide land and one godown.

#### Steps to Prevent use of non-Essential Drugs

1455. SHRIMATI N.P. JHANSI LAKSHMI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have taken any steps to prevent use of non-essential drugs which are hazardous and counter-productive ;

(b) whether the drugs produced and marketed by multinational drug companies are examined by Government to prevent their mis-use ; and

(c) whether Government have formulated any comprehensive drug policies and if so, when these are likely to be announced in Parliament ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) The Government has already banned marketing of 26 drugs combinations of drugs considered as irrational/hazardous. The sub-committee constituted by Drugs Consultative Committee, a statutory body, reviews periodically drugs moving in the market from the angle of rationality/harmfulness.

(b) The Drugs marketed by multinationals are also screened from the angle of rationality and therapeutic effectiveness. The category of drugs likely to be misused are Scheduled drugs and are required to be sold against prescription of Registered Medical Practitioner only.

(c) The new Drugs Policy is under consideration of the Department of Chemicals & Petrochemicals, Ministry of industry.

#### Electronic fare Meters in 'Taxis' and Autorickshaws in Delhi

1456. SHRI SIMON TIGGA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government are considering to introduce electronic fare meters in taxis and autorickshaws in Delhi ;

(b) If so, by what time ; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) to (c) Delhi Administration have informed that Electronic fare meters, as have been brought to the notice of the State Transport Authority Delhi, have been referred to Weights and Measures Department of the Delhi Administration for tests with regard to its satisfactory functioning. The matter as regards installation in taxis and autorickshaws would be considered by State Transport Authority, Delhi, on receipt of test reports.

**Development of National Highways  
Falling within Buddhist Sector in  
Bihar**

1457: SHRIMATI PRABHAWATI GUPTA :

DR. G.S. RAJHANS :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Union Government have recently set up a task force to prepare an action plan for development of National Highways falling within the Buddhist sector in Bihar State ;

(b) if so, the details thereof and the time by which the task force is likely to prepare its action plan ;

(c) whether Government propose to develop National Highways in Bihar during the current year ; and

(d) if so, the details thereof ?

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

(b) A Task Force has been set up by the Ministry of Tourism with representatives from the Ministry of Surface Transport, State Governments of U.P. and Bihar and other Organisations. The terms of reference of the Task Force *inter-alia* provide for identifying segments of National Highways/State Highways which need improvement/repairs to make them fit for use by foreign and national tourist coaches/private cars. The Action Plan is under preparation.

(c) and (d) Development of National Highways is a continuous process. 95 road and bridge works on the National Highways estimated to cost Rs. 28.19 crores have been included in the Annual Plan for the year 1986-87. Out of this, 19 works costing to Rs. 5.85 crores have already been sanctioned. In addition to this, 99 works costing Rs. 32.10 crores sanctioned earlier are also in progress at present.

**Agreement between Air India  
and Aeroflot**

1458. DR. A.K. PATEL :

SHRI C. JANGA REDDY :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether there exists any agreement between Air India and Aeroflot whereunder they are entitled exclusively to sell each other's tickets in Moscow and Delhi ;

(b) if so, whether this agreement is being adhered to by Aeroflot or instances of their selling tickets in Delhi in violation of this agreement have come to notice of Air India/Government and in the latter case what action has been taken ; and

(c) whether instances of violation of Reserve Bank of India rules by Aeroflot have also come to the notice of Government and if so, the details thereof and action taken in the matter ?

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



(b) There is no evidence of Aeroflot's selling tickets in Delhi in violation of the agreement.

(c) Information is being collected.

**India's Performance at World Cup Hockey Tournament**

1460. SHRI KAMAL NATH :  
SHRI SUBHASH YADAV :  
SHRI DHARAM PAL  
SINGH MALIK :  
SHRI VIRDHI CHANDER  
JAIN :

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

(a) whether India failed miserably in recent World Cup Hockey Tournament ; and

(b) if so, the reasons for the same and whether Government have taken any steps to improve the country's performance in future ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN & CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) The performance of the Indian Hockey team in the recently held World Cup at London was below expectations.

(b) A detailed report on the performance of the Indian Hockey team is expected to be received from the Indian Hockey Federation. On receipt of the report, measures required to be taken to improve the performance in future will be considered in consultations with experts in the field.

**Dam on Kamla River**

1461. SHRI ABDUL HANNAN ANSARI : Will the Minister of WATER RESOURCES be pleased to refer to the reply given to the Unstarred Question No.

6986 on 17 April, 1986 regarding Kamala Canal Project and state :

(a) the progress made so far for the construction of storage Dam on the River Kamla ;

(b) whether Nepal Government has supplied the required details of their barrage ; and

(c) if so, what further action is proposed to be taken in the matter ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) The Indian proposal on the possibility for construction of a multi-purpose storage dam on river Kamla near Chisapani in Nepal has been sent to Nepal for consideration.

(b) No, Sir.

(c) It is proposed to discuss this in the next round of Secretary-level meetings.

**[Translation]**

**Creation of Posts in Senior Grades for Ayurvedic and Homoeopathic Doctors**

1462. SHRI SARFARAZ AHMAD : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Unstarred Question No. 2835 on 9 August, 1984, regarding disparity in the pay scales of doctors of NDMC and state :

(a) whether New Delhi Municipal Committee have taken a decision to create posts in senior grades for Ayurvedic and Homoeopathic Doctors ;

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

(c) the difficulty in giving senior grades to Ayurvedic and Homoeopathic Doctors as are being given to Allopathic doctors ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) As per information furnished by the New Delhi Municipal Committee, no decision for creation of posts in senior grades for Ayurvedic and Homoeopathic Doctors has been taken.

(b) Question does not arise.

(c) the case is under consideration of New Delhi Municipal Committee.

[English]

Pay Revisions for the Teachers of Schools of the Union Territories

1463. SHRI UTTAM RATHOD : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government propose to effect suitable pay revisions for the teachers employed in schools of the Union Territories keeping in view the pay revisions being effected for the employees of Union Government offices ;

(b) if so, the details thereof ; and

(c) the time by which it is proposed to be done ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : (a) to (c) The Government of India has appointed an Empowered Committee which is examining the recommendations made by the National Commission on Teachers-I including the recommendations relating to the pay scales for the school teachers in the context of the recommendations of the Fourth Central Pay Commission. A decision in this regard is expected shortly.

Steps to Check Foreign Tourists for AIDS

1464. SHRI SUBHASH YADAV : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that foreign tourists coming to India have carried with them AIDS disease ;

(b) whether Union Government have any check on the foreign tourists over this disease ;

(c) the number of such cases detected during the last one year ; and

(d) the steps being taken by Government to ensure that such tourists having AIDS disease may not enter India ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) There is no conclusive evidence to support this.

(b) No.

(c) and (d) Does not arise.

Claim Re : Sharing of Expenditure on the Proposed Bridge on the Creek Between Anjarla and Harnai in Maharashtra

1465. SHRI HUSSAIN DALWAI : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government of Maharashtra has claimed any share of the expenditure likely to be incurred for a proposed bridge on the creek between Anjarla and Harnai in the Depoli Taluka of the Ratnagiri District ; and

(b) if so, the details of the claim made and the reaction of Union Government thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) The Maharashtra Government sent certain proposals for Seventh Plan including construction of a bridge on Ade Creek and Anjarala Creek on the Dapoli-Bankot Road in Ratnagiri district at an estimated cost of

Rs. 50.00 lakhs for being financed under the Central aid Programme of State roads of inter-State or economic importance for 50% loan assistance. However, owing to limitation of resources, it has not been possible to approve this Project.

[Translation]

**Protection of Places and Idols of Archaeological and Historical Importance in Madhya Pradesh**

1466. SHRI MAHENDRA SINGH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the efforts made by Union Government to protect a number of places and idols of archaeological and historical importance like those in Hinglajgarh (district Mandsaur), Kakanmath Mandir Patawali area, Pahargarh Adimanav Paintings, Mittawali (district Morrena), Chanderi, Poorbanji, Kadwama Tamen (district Guna) Gwalior, Narvar, Mandu Asirgarh forts and nearby areas and the amount spent during the past five years on the development of each of these places ; and

(b) the number and particulars of the idols of Hinglajgarh (district Mandsaur) sent abroad for Festival of India and also sent to Indore Museum and at other places indicating the estimated price of each of them and the arrangements made for their protection ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : (a) and (b) The information is being collected and will be placed on the table of the House.

**Kendriya Vidyalayas at Champawat and Didihat**

1467. SHRI HARISH RAWAT : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Ministry have received requests for opening Kendriya Vidyalayas at Champawat and Didihat, Uttar Pradesh ; and

(b) if so, the time by which these are likely to be opened there ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : (a) and (b) A request for opening of a Kendriya Vidyalaya at Champawat Didihat, Uttar Pradesh was received in the Kendriya Vidyalaya Sangathan from Shri Harish Rawat, Member of Parliament. A copy of the norms for opening Kendriya Vidyalaya alongwith the proforma to be filled in by the sponsoring agency was sent to him by the Sangathan. Proposals for opening new Kendriya Vidyalayas are considered when requests are received from sponsoring agencies such as Ministries/ Departments of Government of India, State Governments, Union Territory Administrations and organisations of Central Government employees, Defence employees of Government of India Undertakings, who have also to make available land measuring about 15 acres and temporary accommodation. Necessary action on the proposal to open a Kendriya Vidyalaya at Champawat Didihat, Uttar Pradesh can therefore be taken by the Sangathan only on receipt of such a formal proposal with offer of land and accommodation required by a sponsoring agency.

[English]

**Memorial for World's First Woman Doctor Mary Shertlett**

1468. DR. PHULRENU GUHA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government are aware that the World's first woman doctor was an Indian Lady Dr. Mary Shertlett ; and

(b) if so, whether there is any proposal to establish a memorial in her name ?

**THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) :** (a) Information is being collected and will be laid on the table of the House.

(b) No, Sir.

#### **Irrigation Potential and its Utilisation**

1469. **SHRI A. J. V. B. MAHESWARA RAO :**  
**SHRI JAGANNATH PATTHAIK :**

**Will the Minister of WATER RESOURCES be pleased to state :**

(a) whether Government are aware that there is a widening gap between irrigation potential and its utilisation in the country ;

(b) if so, the details thereof ?

(c) whether Government propose to set up any agency to monitor and bridge this widening gap ; and

(d) if so, the details thereof ?

**THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) :** (a) and (b) The gap between the irrigation potential created and utilised has increased marginally and was reported to be 6.95 M. ha. by the end of VI Plan period.

(c) and (d) The command area development programme under operation has been stepped up in VII Plan for bridging the gap by providing infrastructure and extension facilities in 132 projects.

#### **Missing of Invaluable Items from National Museum, Delhi**

1470. **SHRI SAIFUDDIN CHOWDHARY :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government are aware that a number of invaluable items are missing from the National Museum, Delhi which include the 200 year old Hookah and Moghul Emperor Jehangir's scarf;

(b) if so, whether Government have fixed the responsibility for the loss, if so, the details thereof; and

(c) whether any of the items has been recovered ?

**THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) :** (a) Government are aware that two objects namely a tiny "Munal" of Hookah belonging to the Indian Museum, Calcutta and a Golconda 'Rumal' belonging to the National Museum, New Delhi have been missing while in the custody of the National Museum. No further report on any more missing items has been received from the National Museum.

(b) Action to fix responsibility for those missing items is in progress.

(c) Reports of the missing items have been lodged with the Police. No item has been recovered so far.

#### **Funds for Mathura-Alwar Railway Line and Compensation to Farmers**

1471. **SHRI RAM SINGH YADAV :** Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the estimated cost of construction of Mathura-Alwar Broad Gauge line has escalated to Rs. 44.23 crores from Rs. 34.74 crores;

(b) whether it is also a fact that in the Railway Budget for 1986-87, an allocation of only Rs. 1.50 crores has been provided for this line;

(c) whether there is a proposal to provide additional funds in the current financial year, in view of cost escalation; and

(d) whether the land Acquisition Officer, Alwar has made payment of compensation to farmers and occupants of lands acquired for this railway tracks ?

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

(b) Yes, Sir.

(c) No, Sir.

(d) No, Sir.

Alternative Arrangement to replace Shipping Development fund Committee

1472. SHRI BANWARI LAL PUROHIT :

SHRI MUKUL WASNAIK :

SHRI GURUDAS KAMAT :

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether an alternative arrangement has been made by Government to replace Shipping Development Fund Committee;

(b) if so, the details thereof; and

(c) whether Government propose to remove penal interest on fishing companies due to falling catches ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) Final decision on the alternative arrangement is yet to be taken by the Government.

(c) No proposal to remove the penal interest on fishing companies is under consideration of the Government.

Proposal to Extend Kumaon Express upto Ajmer

1473. SHRI VISHNU MODI : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to extend Kumaon Express presently running between Kathgodam and Agra Fort, upto Ajmer via Achhnera, Bharatpur, Bandikui, Jaipur, Phulera and Kishanganarh; and

(b) if so, the time by which the same is proposed to be extended ?

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

(b) Does not arise.

Dams on Krishna and Godavari

1474. SHRI C. MADHAV REDDI : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether there is any long-term plan for building dams on the Krishna and Godavari rivers and their tributaries in Andhra Pradesh under the major and medium irrigation projects;

(b) if so, the details thereof; and

(c) the details of the dams so far completed in Andhra Pradesh ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) No such long-term plan has been received by the Centre from Andhra Pradesh.

(b) and (c) Do not arise.

Lok Utsav Festival Organised in Cultural Centres

1475. SHRI SODE RAMAIAH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Lok Utsav Festivals were organised in various Cultural Centres in October, 1986;

(b) if so, whether any guidelines had been laid down for the participants in these festivals;

(c) whether Government are aware that in the festivals held at Nagpur, the Andhra Pradesh Government instead of sending folk artists from tribal areas, sent dance students to participate;

(d) if so, the details thereof;

(e) whether tribal organisations in Andhra Pradesh protested against this; and

(f) if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : (a) No, Sir.

(b) Does not arise.

(c) and (d) On the occasion of the inauguration of the South Central Zone Cultural Centre at Nagpur on 2nd October, 1986 a cultural function was organised in which all the participating States including Andhra Pradesh sent their cultural troupes. The Andhra Pradesh Government has intimated that the following folk troupes were sponsored by it :—

1. Veeranatyam
2. Tappetagullu
3. Kolatam
4. Chekkabhajana
5. Koya
6. Bonalu
7. Lambada
8. Gussadi

Only items 7 and 8 were performed by 24 students from Government College of Music and Dance, Hyderabad, with a view to encourage them and provide opportunity to show their talent in other art forms on such occasions.

(e) and (f) No original tribal organisation has protested against this except one Girijana Nritya Akademi, Hyderabad.

**Funds for Development and Improvement of Bangalore-Bombay National Highway No. 4**

1476. SHRI V.S. KRISHNA IYER : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the funds earmarked during 1986-87 for the development and improvement of Bangalore-Bombay National Highway No. 4; and

(b) whether Government propose to increase the amount already earmarked in view of heavy traffic on this highway?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) Funds are allotted not National Highway-wise but for the State as a whole taking into account the requirements projected by the State, their admissibility and availability of funds. On this basis, a sum of Rs. 1550.00 lakhs and Rs. 1650.00 lakhs has been respectively allocated to the States of Karnataka and Maharashtra for development of National Highways, including National Highway No. 4 in these States.

[Translation]

**Dieselisation of Ganga-Jamuna Express and Increasing Reservation Quotas from Jaunpur and Shahganj**

1477. SHRI RAJ KUMAR RAI : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that only one train viz, Ganga-Jamuna Express run on Delhi-Lucknow Shahganj-Jaunpur-Varanasi line;

(b) whether it is also a fact that a diesel engine is not attached to this train;

(c) if so, whether Government propose to attach a diesel engine to this train;

(d) whether reservation quota in Jaunpur and Shahganj is negligible and for the passengers living in Azamgarh, Jaunpur and Shahganj and surrounding areas it is almost nil;

(e) if so, whether Government propose to increase the reservation quotas; and

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

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes, Sir. There is one direct train but there are other connecting services available from Varanasi and Lucknow.

(b) and (c) No, Sir. The train runs with diesel/electric engine.

(d) to (f) The following quotas of berths have been provided at Jaunpur, Shahganj and Azamgarh stations :—

	A C. 2-tier	Ist Class	IInd Class
Jaunpur	2	2	8 (4 days a week). 12 (3 days a week)
Shahganj	—	—	10
Azamgarh	2	—	3

[English]

#### Liberal Financial Aid to Affiliated Colleges

1478. SHRI G.S. BASAVARAJU : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the University Grants Commission (UGC) has decided to grant liberal financial aid for the affiliated colleges in the country during the Seventh Plan;

(b) if so, which are the affiliated colleges that would be provided grant due to liberalisation;

(c) whether those colleges charging capitation fee would also be covered under this scheme;

(d) the criteria for giving such grant to the affiliated colleges; and

(e) the number of colleges given financial aid so far?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : (a) The UGC has since finalised and circulated guidelines for providing assistance to Arts, Science, Commerce and Multifaculty colleges during the VII Plan period. The quantum of grant is to some extent more liberal than that in the VI Plan.

(b) All Arts, Commerce, Science and Multi-faculty colleges which are affiliated to universities, which are recognised by the Commission under section 2 (f) of the UGC Act and have been declared fit, where necessary, for financial assistance, are eligible for these grants if they fulfil the eligibility criteria.

(c) Under the UGC Act, the Commission has the powers to prescribe, through regulations, the matters in respect of which, and the scale at which, fees can be charged by colleges. These regulations are in the process of finalisation. When

these regulations are notified. colleges which charge fees in excess of these prescribed, can be disqualified from the privileges that affiliated colleges in respect of the courses for which such violation is established. These disqualifications would include denial of grants.

(d) The Commission had provided basic assistance to colleges upto a maximum of Rs. 40,000/- for books and journals and Rs. 50,000/- for equipment in the 6th Plan. These ceilings have been increased to Rs. 50,000/- and Rs. one lakh respectively in the 7th Plan. Similarly, in the 6th Plan, colleges with an enrolment of 300 to 600 were sanctioned development grant of Rs. 4.00 lakhs; those with an enrolment 601 to 2000 Rs. 5.00 lakhs; and those with an enrolment of over 2000 Rs. 7.50 lakhs. In the 7th plan, these have been revised as follows :

(i) enrolment of 250 to 500	Rs. 4 lakhs
501 to 1000	Rs. 5 lakhs
1001 to 2000	Rs. 7 lakhs
2001 above	Rs. 8 lakhs

In the case of colleges located in the backward/rural areas and Women's colleges the minimum enrolment for development grants has been reduced from 200 in the 6th Plan to 150 in the 7th Plan.

(e) The total number of colleges which have been sanctioned basic assistance in the 7th Plan so far is 1695.

[*Translation*]

Survey for a Railway Line from Unnao, Pupwa, Morava to Rae-Bareilly

1479. SHRI JAGANNATH PRASAD : Will the Minister of RAILWAYS be pleased to state :

(a) whether any survey was conducted to lay a rail line from Unnao, Purwa, Morava in Unnao district in Uttar Pradesh to Rae-Bareilly; and

(b) if so, the details thereof and if not, the reasons thereof ?

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

(b) Survey for this line has not been considered. Railways are facing severe constraint of resources and have heavy commitments on hand for New Lines.

[*English*]

Water Allotted to Maharashtra, Karnataka and Andhra by K.G. Commission

1480. SHRI R.S. MANE : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Government are aware that the allotted water by K.G. Commission would be utilised fully by the end of 2000 AD by respective States of Maharashtra, Karnataka and Andhra; and

(b) if so, the progress made in this regard in each State ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) and (b) The Krishna Water Disputes Tribunal, determined the 75% dependable flow of Krishna river basin upto Vijayawada as 2060 TMC and allocated it amongst the basin States as under :

TMC (thousand million cu. ft.)

Maharashtra	560
Karnataka	700
Andhra Pradesh	800

In addition these States can also use regenerated flows which are expected to be available by 1988-89 not exceeding the figures given below :

Maharashtra	25 TMC
Karnataka	34 TMC
Andhra Pradesh	11 TMC



Against this, according to information available in Central Water Commission, the committed utilisations State-wise so far are as under :

Maharashtra	495.12 TMC
Karnataka	590.02 TMC
Andhra Pradesh	806.16 TMC

This does not include the utilisation from surface water minor irrigation works constructed after 1960.

[*Translation*]

#### Night Landing Facilities at Ranchi Airport

1481. SHRI SHIV PRASAD SAHU : Will the Minister of CIVIL AVIATION be pleased to refer to the reply given to Unstarred Question No. 4226 on 14 August, 1986 regarding night landing facilities at Ranchi Airport and state :

(a) whether the new terminal building and night landing facility at Ranchi Airport would be completed by 31 December, 1986; and

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

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) and (b) The work on new terminal building and night landing facilities at Ranchi airport is likely to be completed by 31.12.1986. The night landing facilities include :—

(i) High Intensity Runway Lights; and

(ii) 3-Bar Visual Approach Slope Indicator System-2 sets.

[*English*]

#### Production of Herbal Medicines and Expenditure thereon

1482. DR. SUDHIR ROY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Third World countries like China, Senegal, Kenya or Paraguay are laying emphasis on production of herbal medicines based on traditional medical practice and are thus saving million of dollars; and

(b) if so, the expenditure of Union Government on Ayurvedic, Unani or Siddha system in comparison to allopathic system?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Countries like China are extensively using traditional medicine as part of their health care delivery system. No exact information is available as to the relative emphasis laid by various countries on production or herbal medicines based on traditional medicinal practice. There is no information as to the amount saved by the practice of traditional medicine and production of herbal drugs for various countries.

(b) The total budget provision of the Union Ministry of Health and Family Welfare for 1986-87 on Medical and Public Health (including Centrally sponsored schemes) is Rs. 435.48 crores. Out of this, the provision for ISM&H (including Centrally sponsored schemes) for 1986-87 is Rs. 16.58 crores.

#### Railway Line between Pancharatna and Guwahati

1483. SHRI ABDUL HAMID : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware that a Broad Gauge Line from Pancharatna to Guwahati was sanctioned in the year 1983;

(b) if so, the steps taken by Government to execute the same ;

(c) whether there is any financial provision in the Seventh Five Year Plan to complete the work and ;

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

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

(b) to (d) It has been possible to provide Rs. 1 crore for this project in 1986-87. Construction of the railway line from Guwahati end has been taken up. Detailed designing for the rail-cum-road bridge has also been taken up. There is no specific financial provision in the Seventh Five Year Plan to complete this work.

#### **Expenditure on Education**

1484. SHRI D.K. NAIKAR : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the percentage of money spent at present on education out of National Budget of 1986-87; and

(b) whether Government propose to increase the percentage in the ensuing budget with a view to increase literacy in the country?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : (a) Percentage of the Department of Education budget to the total budget of the Government of India (excluding Railways) is 1.4% in 1986-87.

(b) Question of providing additional funds for the various programmes of education including increasing of literacy under National Policy on Education, 1986 is under consideration of the Government.

[*Translation*]

#### **Implementation of New Education Policy by States**

1485. SHRI R.P. SUMAN : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether work in accordance with the new education policy of Government has been started in various States, and

(b) if so, the details thereof?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : (a) and (b) The Prime Minister in his letter dated July 30, 1986, has requested all the Chief Ministers to set up two Committees; one Cabinet Sub-Committee under the Chairmanship of the Chief Minister and the other at the official level under the Chief Secretary to oversee implementation of the new education policy, and to propose detailed proposals to monitor implementation according to tight time Schedule. These Committees have been set up by number of States.

The States have also been requested to include programmes envisaged in the National Policy on Education 1986 in their Annual Plan proposals 1987-88. These proposals are in the process of finalisation in consultation with the Planning Commission.

[*English*]

#### **Conference of Health Ministers and Secretaries Re : Public Health and Medical Education System**

1486. SHRI GURUDAS KAMAT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether at a Conference of Health Ministers and Secretaries held recently in New Delhi, various issues connected with public health and medical education system were discussed;

(b) if so, the details thereof ; and

(c) what measures are proposed to be taken by Government to improve public health and medical education system in the next three years?

**THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE):** (a) and (b) The 12th Joint Conference of the Central Council of Health and Central Family Welfare Council in its meeting held on September 22-24, 1986 has, inter-alia recommended that:—

- (i) Targets for establishment of sub-centres and primary health centres be achieved as provided in the 7th Five Year Plan and highest priority be given in the allocation of funds in the State Plans for this programme;
- (ii) The working of National Programmes to control/eradicate Malaria, Leprosy, Tuberculosis, Blindness and Cancer be monitored and be made effective;
- (iii) Immediate action be taken to step up the production of iodised salt and to make suitable arrangements to supply it to identified goitre endemic areas;
- (iv) Both the Union and State Governments may provide certain funds specifically earmarked for epidemic control activities, that could be operated whenever any such contingency arises;
- (v) The Medical Council of India may be requested to review the curriculum and syllabus of undergraduate and post-graduate courses with a view to incorporating the essential elements of Primary Health Care;
- (vi) The Central and State Governments may establish universities of Health Sciences in order to bring about coordination between various educational and training institutions of the modern and various Indian Systems of Medicines, Dentistry, Nursing, Pharmacy, etc. and promote research;

(vii) The Central and State Governments should evolve uniform procedures for admission to medical colleges keeping in view the recommendations of the Medical Education Review Committee and the recent decision of the Supreme Court.

(c) The above recommendations would be processed in consultation with the State Governments, Medical Council of India and other concerned authorities.

[Translation]

#### **Theft of Railway Goods**

**1487. SHRI SHANTI DHARIWAL:** Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Government are suffering loss to the tune of crores of rupees every year because of theft of railway goods ;

(b) if so, whether a case in which railway officers had a hand in stealing railway iron sleepers in Kota Division in Eastern Railway, has recently come to the notice of Government ;

(c) if so, the action taken by Government in this regard so far and the steps taken so far to check the theft of railway goods ; and

(d) if not, the reasons therefor ?

**THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA)** (a) The value of Railway Goods lost due to thefts in 1985 was 5.27 crores as against 5.45 crores in 1984 and 7.27 crores in the year 1983.

(b) and (c) Yes Sir. A case of theft of 305 released S.T. Sleepers valued at Rs 30,000/- was reported in Jan. 1986 at Hanspura Railway Station in Kota Division of Western Railway. This case was

worked out by the RPF staff with the recovery of 16 S.T. Sleepers and arrest of one outsider and 2 Railway employees. The case is still under enquiry. However in a joint enquiry a Permanent Way Inspector of Kota Division was also found negligent in performance of his duty and is being charge-sheeted for major penalty.

The following steps have been taken to check the thefts of railway goods :

1. Crime prone areas/sections are identified and suitable crime prevention measures taken by the security branch in coordination with the Civil and Police authorities concerned.
2. All important and major yards are thoroughly patrolled by Armed RPF staff.
3. All important goods sheds, transshipment sheds and parcel offices are manned by RPF staff round the clock.
4. RPF staff are also deployed to Guard stabled loads at way side stations.
5. As far as possible escorting of goods trains/parcel-cum-passenger trains are undertaken by RPF staff during night in vulnerable sections.
6. Special guards of RPF are deputed to what the seal defective wagons etc., loaded with valuable commodities in the yards and on trains.
7. Vulnerable yards and affected places are also patrolled by Dog Squads with a view to tracking down the criminals indulging in thefts of Railway Goods.
8. Plain-clothed RPF Personnel are deployed to collect crime intelligence and to conduct surprise raids on criminals and receivers of Railway stolen goods.

(d) Does not arise.

[English]

### Railway Accidents due to Detachment of Couplings

1488. SHRI V. SREENIVASA PRASAD :

DR. G.S. RAJHANS :

Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have constituted a high power Committee to go into the causes of the parting of railway coaches due to defective couplings and thus causing mishaps ;

(b) if so, the time by which the Committee will submit its report ;

(c) whether some persons were killed and injured due to detachment of couplings in some of the recent rail accidents ;

(d) if so, the details thereof ; and

(e) the steps taken to avoid recurrence of such accidents in future ?

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

(b) The Committee is likely to submit its report by December 1986.

(c) Yes, Sir.

(d) & (e) One train accident has occurred since January 1986 due to detachment of coupling of a goods train in mid-section near Garwa Road. In this case a collision occurred between parted load of the goods train and 162 Down Amritsar-Tatanagar Express.

Checks on the condition of couplers in workshops and at the train examination points have been intensified. Necessary steps will further be taken on the basis of the recommendations of the high power Committee.

**Phasing out Boeing 707**

**1489. SHRI M. RAGHUMA REDDY :** Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Air India has recently taken a decision to dispose of Boeing 707 ;

(b) the number of such aeroplanes which are likely to be disposed of ;

(c) whether global tenders have been invited ; and

(d) if not, how these Boeings are likely to be disposed of ?

**THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) :** (a) & (b) Yes, Sir. Air India has recently taken a decision to dispose of five Boeing 707 aircraft.

(c) Yes, Sir.

(d) Does not arise.

**Opposition to Electrification by Diesel Lobby**

**1490. SHRI INDRAJIT GUPTA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government's attention has been drawn to the news item appeared in 'Hindustan Times' dated 30th September, 1986 captioned 'New offensive by 'diesel lobby' ;

(b) if so, whether the 'diesel lobby' in railways has been opposing rapid electrification for quite some time and the pace of the electrification had slowed down in the latter half of the Sixth Five Year Plan ; and

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

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

(b) No, Sir. It is not correct to say that there is any 'Diesel Lobby' in the Government.

(c) Does not arise.

**Construction of Bye-Passes on National Highways in Kerala**

**1491. PROF. P.J. KURIEN :**  
**SHRI V.S. VIJAYARAGHAVAN :**

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether there is any proposal for construction of byepasses on National Highways in Kerala ; and

(b) if so, the details thereof ?

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

(b) In the Seventh Five Year Plan, a provision of Rs. 620.00 lakhs has been made for the following byepasses :

1. Calicut Bypass on NH 17
2. Tellicherry Mahe Bypass on NH 17.
3. Quillon Bypass on NH 47.
4. Trivandrum Bypass on NH 47.
5. Alleppey Bypass on NH 47.

Land Acquisition estimate for Calicut and Quillon Bypasses have been sanctioned recently. The construction of byepasses for Trivandrum, Alleppey and Chalakudy is in progress. The Tellicherry-Mahe bypass is in planning stage.

**Demand for superfast/express train between Berhampur and Howrah**

**1492. SHRI SOMNATH RATH :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the long standing demand for additional

berths in 2nd Class AC-2-tier and First Class etc. by 3 Up and 4 Dn Madras-Howrah Mail ex. Berhampur (Ganjam district of Orissa) to Howrah as there is no convenient direct train connections from Berhampur with Howrah except Madras-Howrah Mail ;

(b) whether the State Government of Orissa has also requested the Railway Ministry for additional berths ;

(c) if so, the action taken thereon ; and

(d) whether Government propose to introduce a Super Fast/Express train between Berhampur and Howrah during the day time ?

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

(c) As there is a waiting list by 4 Dn Madras-Howrah Mail, instructions have already been issued to allot an additional quota of two (2) IInd class berths at Berhampur station by that train from 1st January, 1987.

(d) No, Sir.

[Translation]

Ancient	Monuments	Without
	Watchman	

1493. SHRI R.M. BHOYE : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state the number of ancient monuments State-wise, in the country where there is not even a watchman to look after them ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : Information in respect of the Centrally protected monuments is being collected and will be laid on the Table of the House.

[English]

### Permanent Location of M/s Escorts' Floating Dry Dock

1494. SHRI S.M. GURADDI : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government have since decided about the permanent location of M/s. Escorts' Floating Dry Dock ;

(b) whether it is a fact that the Escort Floating Dry Dock was permitted for one year in December 1983 ;

(c) whether Government are aware that location of this Dry Dock between Nhava Sheva and the Elephanta Caves would hinder the Nhava Sheva Port's development ; and

(d) if so, the reasons for the delay in taking a final decision in this regard ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Government decision regarding permanent location of M/s. Escorts Floating Dry Dock in Dighi in Rajpuri Creek 40 Kms. South of Bombay was conveyed to M/s. Escorts in May, 1985.

(b) Yes, Sir.

(c) and (d) Yes, Sir. Government is aware that location of this Dry Dock at the present temporary site would hinder the Nhava Sheva Port's development. Accordingly, M/s. Escorts were advised to shift the Floating Dry Dock to Dighi in Rajpuri Creek off Bombay. Programme for shifting dry dock after completion of 1986 monsoon was submitted by M/s. Escorts and considering steps initiated and assurance given by M/s. Escorts they were allowed to continue. The floating dry dock has since been moved out of NSPT water limits on 23rd October, 1986.

**Railway Passes to Freedom Fighters**

1495. SHRI V.S. VIJAYARAGHAVAN: Will the Minister of RAILWAYS be pleased to state :

(a) the total number of freedom fighters who are availing of the facility of railway passes in Kerala ;

(b) whether the Ministry have received any representation from the organisations of freedom fighters regarding the cumbersome procedure adopted in issuing passes ; and

(c) if so, the steps being taken to simplify the procedure ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) 101 First Class Cheque/Circular Tour Passes have been issued so far.

(b) No, Sir, but action has been taken to further streamline the facility.

(c) Card Passes in lieu of Cheque Passes are proposed to be issued from 19.11.1986.

**Selection of Students in Navodaya Vidyalayas**

1496. PROF. SAIFUDDIN SOZ : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state ;

(a) whether any guidelines have been issued in respect of selection of students in Navodaya Vidyalayas ; and

(b) if so, the details thereof ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : (a) and (b) Yes, Sir. Admission to Navodaya Vidyalayas will be at the level of class VI. The basis of admission will be a test conducted in the concerned district, in which all children who have

studied in, and passed class V from any of the recognised schools of any tehsil/block in that district would be eligible to appear. Navodaya Vidyalayas will be co-educational and primarily children from rural areas. Admission of children from urban areas will be restricted to a maximum of one-fourth. Efforts will be made to ensure that at least one-third of the students in each Navodaya Vidyalaya are girls. Reservation of seats in favour of children belonging to the Scheduled Castes and Scheduled Tribes will be provided in proportion to their population in the concerned district, provided that in no district such reservation will be less than the National average.

The testing is being designed by NCERT under Government instructions and they will be associated in its conduct and evaluation. The NCERT is providing academic assistance to the Navodaya Vidyalayas Samiti in the selection process in accordance with provision mentioned above.

**Irrigation Potential for Seventh Plan**

1497. SHRI K. KUNJAMBU : Will the Minister of WATER RESOURCES be pleased to state :

(a) the total irrigation potential being added during the Seventh Plan ;

(b) the share of Kerala in this plan ; and

(c) what specific steps are being taken in this regard ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARAN-AND) : (a) and (b) The target for creation of additional potential during the Seventh Plan period is 12.9 M. ha. out of which 0.28 m. ha. is for the Kerala State.

(c) The Steps being taken include priority to the completion of ongoing projects which are in an advanced stage and are capable of yielding full or partial benefits in the Seventh Plan, and specially emphasising minor irrigation programmes.

**Fall in Transactions of Gudur  
Railway Station in Andhra Pradesh**

**1498. SHRI P. PENCHALAIAH :** Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the transactions of Gudur Railway Station in Andhra Pradesh had fallen from Rs. one crore to Rs. ten lakhs per month ever since it was brought under South Central Railway Zone ;

(b) if so, the reasons for the fall in transactions ; and

(c) the steps taken by Government to remedy the situation ?

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

(b) and (c) Does not arise.

**Connecting Neyveli Town with  
Vayudoot**

**1499. DR. P. VALLAL PERUMAN :** Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether there is any proposal to include Neyveli town in the map of Vayudoot service connecting Madras and Tiruchi ; and

(b) if not, whether Government would consider introducing one such service connecting Neyveli in South Arcot District with Madras and Tiruchi ?

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

(b) At present, there is no runway available at Neyveli. The Neyveli Lignite Corporation proposes to develop an airstrip there at their own cost. Vayudoot may consider providing an airlink to and from Neyveli as and when the airport is ready subject to availability of infrastructural facilities and aircraft capacity.

**Proposal to bring coaches from  
foreign Country**

**1500. SHRI VAKKOM PURUSHOTHAMAN :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have any proposal for bringing coaches from foreign countries to improve the training facilities of our sports super stars like P.T. Usha; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS & SPORTS AND WOMEN & CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) and (b) Government are already making available the services of foreign coaches for the training of our sports persons from time to time. Services of 19 foreign coaches were obtained for the training of Indian teams for X Asiad. These foreign coaches whose services have been obtained on long term basis are at present in India. Services of foreign experts would be obtained as and when considered necessary, in the future also.

**Plans and Allocation for Improvement  
of National Highways during Seventh  
Plan**

**1501. SHREE MURLIDHAR MANE :** Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the plan to improve the National Highways during the Seventh Plan;

(b) whether the Seventh Plan allocation is considered sufficient to meet the cost;

(c) if not, whether any other financial institutions is expected to finance various projects connected with improvement of National Highways; and

(d) if so, the details thereof ?



THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) The improvement of National Highways is a continuous process and Annual Plans are being formulated to undertake urgent/important improvements on National Highways.

(b) No, Sir.

(c) No, Sir.

(d) Does not arise.

[Translation]

**Second phase of Indira Gandhi Canal**

1502. SHRI VIRDHI CHANDER JAIN : Will the Minister of WATER RESOURCES be pleased to state :

(a) the complete details of the original scheme of the Phase II of the Indira Gandhi Canal;

(b) whether it is a fact that said scheme was submitted in amended form in 1983 ;

(c) if so, the outlines thereof;

(d) whether it is also a fact that the State Government submitted another amended form of the scheme in December, 1985 to the Water Commission and Planning Commission;

(e) if so, the detailed outlines thereof;

(f) the conditions under which both the Commissions accorded their approval to the scheme of the State Government; and

(g) whether Union Government have received any progress report from the State Government about the further steps taken by them in this regard and if so, the details thereof ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) The Stage II of the Indira Gandhi Canal

approved in 1972 envisaged construction of a lined canal from Km. 409 to Km. 681 with 5 branch canals to provide annual irrigation to an area of 6.69 lakh ha.

(b) and (c) The State Government submitted a modified project report for Stage II in September, 1984 which envisages construction of the main canal from Km. 393 to Km. 649 with construction of 6 branch canals and 6 lift schemes to provide irrigation to a total area of 8.1 lakh ha. at a cost of Rs. 943.24 crores.

(d) to (f) The State Government have suggested a modified outline of the project in December, 1985 envisaging an annual irrigation of 9.59 lakh ha. at a total cost of Rs. 1331.33 crores. This proposal has not been found acceptable by C.W.C.

(g) No, Sir.

[English]

**Loss suffered by Indian Shipping Trade**

1503. SHRI MURLI DEORA : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the loss suffered by the Indian shipping trade;

(b) the total amount recoverable by Government from the trade; and

(c) whether Government have considered hiring/chartering of vessels for their shipping needs rather than going in for outright purchase of vessels taking advantage of the world glut in the industry and the consequent dwindling in ship prices ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Information regarding net profits/losses made by Shipping Development Fund Committee—loanee-shipping companies during the years 1982-83, 1983-84 and 1984-85 based on their respective balance sheets is given below :—

(Rs. in crores)

	Public Sector	Private Sector	Total
1982-83	(—) 42.04	(—) 59.41	(—) 101.45
1983-84	(—) 72.71	(—) 66.17	(—) 138.88
1984-85	(—) 17.92	(—) 38.81	(—) 56.73
Total	(—) 132.67	(—) 164.39	(—) 297.06

The accounts of Shipping Corporation of India for the extended year 1985-86 ending on 30.6.1986 are under preparation and Shipping Corporation of India is likely to make a small profit during this year. The two public sector shipyards namely Hindustan Shipyard Ltd., and Cochin Shipyard Ltd. are likely to incur losses of Rs. 30.98 crores and Rs. 8.64 crores respectively during 1985-86.

(b) The total amount recoverable both principal and interest by Shipping Development Fund Committee from shipping companies as on 31.3.1986 is Rs. 1085.57 crores. In addition, certain amounts are recoverable by the Govt. from the two public sector shipyards, Cochin Shipyard Ltd. and Hindustan Shipyard Ltd., which were advanced to them as ways and means loans as well as for investment in assets.

(c) Short term hiring/chartering of vessels by the shipping companies, based on commercial judgement of the companies concerned having regard to their trade requirements, is approved by Director General Shipping. Policy with regard to long term charter of ships vis-a-vis outright purchase of ships is under consideration of the Government.

[Translation]

Renovation of Kutb Minar, Delhi

1504. PROF. CHANDRA BHANU DEVI :

SHRI KALI PRASAD PANDEY :

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

(a) whether the Central Government are renovating the historical Qutb Minar Delhi;

(b) if so, the time by which this work is likely to be completed; and

(c) whether it will be thrown open to the tourists after completion of repairs ?

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

(b) The repairs are likely to be completed by 1988.

(c) No, Sir.

[English]

Imbalance in Freight and Passenger Traffic in South-eastern Railway

1505. SHRI SATYENDRA NARAYAN SINHA : Will the Minister of RAILWAYS be pleased to state :

(a) whether South-Eastern Railway is the largest carrier of bulk commodities like coal, iron ore etc. in the country;

(b) whether in view of the goods movement in South-Eastern Railway, passenger transport is not given due importance;

(c) whether as a result, there is maximum overcrowding on this railway; and

(d) if so, what steps are being taken to correct this imbalance ?

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

(b) No, Sir.

(c) and (d) There is no special overcrowding on the South-Eastern Railway. The requirements of traffic are met by augmenting loads of trains and providing through coaches, etc., within the resources available with the Railways.

#### **Know-how to Manufacture CT Scanners**

**1506. SHRI VIJAY N. PATIL :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the number of CT Scanners in the country and the places where they are used;

(b) whether Government have technology and know-how to manufacture CT Scanner in the country; and

(c) if so, the details of the scheme to manufacture CT Scanner in the country ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) :** (a) The Government do not have the information about the number of C.T. Scanners and the places where they have been installed. However, according to the available information 26 institutions have been granted customs duty exemption certificate for improving CT Scanners.

(b) and (c) Yes. The CT Scanners are already being manufactured presently by M/s Uniscan & Sonics, Chandigarh.

#### **Shifting of Western Railway Headquarters from Bombay to Baroda**

**1507. SHRI RANJIT SINGH GAEKWAD :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government propose to shift the Western Railway Headquarters from Bombay to Baroda in view of major railway line of the Western Railway passing from Gujarat;

(b) whether question of shifting the Western Railway Headquarters from Bombay to Gujarat is being agitated over the last two decades; and

(c) if so, the reasons for not according approval to the popular demand ?

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

(b) Representations have been received from time to time in this regard.

(c) Shifting of a well-established office from Bombay will involve transfer of a large number of staff and other allied problems. It will also involve considerable expenditure which, due to severe constraint of resources will not be desirable. Also, the needs of rail users of Gujarat State are being satisfactorily met by Rajkot Bhavnagar and Baroda Divisions and Ahmedabad Area of Western Railway which are located in Gujarat State.

#### **[Translation]**

#### **Computers in Central Universities**

**1508. DR. CHANDRA SHEKHAR TRIPATHI :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have taken a decision to instal computers in all the Central universities of the country;

(b) if so, the date from which computers will start functioning in all the Central universities; and

(c) the estimated amount of expenditure likely to be incurred in installing computers in all these universities ?

**THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) :** (a) and (b) The Computers have already been installed and are operational in six Central Universities i.e. Delhi University, Jawaharlal Nehru University, Banaras Hindu University, Aligarh Muslim University, Hyderabad University and Visva-Bharati. The installation of a computer is in progress in the North-Eastern Hill University which is likely to be operational by March, 1987. Indira Gandhi National Open University and the Pondicherry University were established in September, 1985 and October, 1985, respectively. However, these Universities will also be provided with computer facilities as and when other infra-structure is complete.

(c) The total expenditure on computers in the seven Central Universities is about Rs. 33.17 lakhs.

[English]

**Derailment of 426 Dn Saryu Express  
and Collision of 166 Up Sabarmati  
Express**

**1509. SHRI MOHD. MAHFOOZ ALI KHAN :** Will the Minister of RAILWAYS be pleased to state :

(a) whether a number of persons were killed when some bogies of 426 Dn Saryu Express derailed near Piparpur on Sultanpur-Pratapgarh Section of the Northern Railway recently;

(b) whether it is also a fact that a number of persons were killed and several others injured when the engine and some bogies of 166 Up Sabarmati Express ramm-ed into some wagons near Tanjpur Station of Ujjain Division recently;

(c) if so, the details of the casualties as a result of both the accidents;

(d) whether any inquiry has been conducted by Government into these train mishaps; and

(e) if so, the details of the findings thereof ?

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

(c) In these two accidents 22 persons lost their lives and 55 sustained injuries.

(d) and (e) Both the accidents are being enquired into by the Commissioners of Railways Safety and their reports are awaited.

**Vayudoot Service between Goa  
and Diu**

**1510. SHRI SHANTARAM NAIK :** Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Government propose to start Vayudoot service between Goa and Diu;

(b) if so, the steps that Government have taken in this regard;

(c) whether the repairs of Diu airport including the air-strip is required to be done;

(d) if so, the time by which the whole exercise would be completed; and

(e) the details thereof ?

**THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) :** (a) to (e) Vayudoot has plans to airtlink Diu with Bombay and Ahmedabad during the financial year 1986-87 subject to availability of infra-structural facilities and aircraft capacity. There are no plans to provide direct airtlink between Diu and Goa. The Union Territory Administration has taken steps, with the permission of the Indian Air Force, for resurfacing of the runway and associated pavements at Diu. Necessary guidance in this behalf is being provided by the National Airports Authority. Time

schedule by which the airport can be commissioned for Vayudoot operations will be known only after the plans have been finalised by the Union Territory Administration.

**Treatment for T.B. Patients  
in Tribal Areas**

1511. SHRI HARIHAR SOREN : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether T.B. patients are found mostly in the tribal areas ;

(b) if so, the reasons thereof ; and

(c) the steps taken to provide adequate treatment to the patients in the tribal areas ?

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

(b) Does not arise.

(c) Under the National TB Control Programme free diagnostic and treatment facilities are available in the country including the Tribal areas. District TB Clinics have been established in 366 districts. The emphasis is on early detection of TB cases, examination of sputum at the nearest PHC and District TB Centres and domiciliary treatment even in tribal areas.

**Incentives to Philanthropic and  
Charitable Institutions to Establish  
Educational Institutions**

1512. SHRI E. AYYAPU REDDY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether incentives are proposed to be given to philanthropic and charitable institutions as well as private entrepreneurs to establish educational institutions including Universities ; and

(b) whether any awards have been instituted to recognise and encourage individuals who have dedicated themselves to the cause of education in the country ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : (a) and (b) The National Policy on Education 1986 provides :

"Non-government and voluntary effort including social activist groups will be encouraged, subject to proper management, and financial assistance provided. At the same time, steps will be taken to prevent the establishment of institutions set up to commercialise education."

Several awards are given by the Central and State Governments to meritorious teachers and scholars. Distinguished educationists, scientists and teachers have also received Padma Awards from time to time.

**[Translation]**

**Navodaya School in Kanpur Dehat**

1513. SHRI JAGDISH AWASTHI : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether there is a proposal to open a Navodaya School in Kanpur Dehat under the new education policy ;

(b) if so, whether the site has been selected, if so, the name thereof ; and

(c) if not, the reasons therefor ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : (a) Under the scheme for setting up Navodaya Vidyalayas one such Vidyalaya would be set up in every district of the country during the Seventh Five Year Plan.

(b) and (c) Different districts in each State are sought to be covered in a phased manner. Decision for opening a Navodaya Vidyalaya in Kanpur Dehat would also be taken in the light of offers received for land and/or buildings in due course.

[English]

#### Air Taxi Service

1514. SHRI DINESH GOSWAMI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Air Taxi Service is being introduced in all the major cities and tourist spots in the country ; and

(b) whether Government propose to undertake an independent evaluation of experience of air taxi system in U.S.A. and other countries where this service is losing its popularity ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) Operation of Air Taxi Services in the country has been approved in principle. The guidelines for the operation of the scheme will be issued shortly.

(b) No. Sir.

[Translation]

#### Reservation of Seats of SC/ST Candidates in Pre-Medical Tests

1515. SHRI DILEEP SINGH BHURIA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the reservation of seats and the percentage of marks to be obtained in the Pre-medical tests for admission of candidates belonging to Scheduled Castes and Scheduled Tribes in medical colleges is uniform in all the States ;

(b) if not, whether Government are considering any proposal for prescribing a uniform percentage in regard to reservation in all the States ; and

(c) if so, the percentage thereof and whether the present reservation would be increased ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) All State Governments/medical colleges have been advised to reserve 15 per cent seats for Scheduled Castes and 7½ for Scheduled Tribes for admission to MBBS courses. However, there is no uniformity among the States in the matter of providing reservations for SCs/STs in medical colleges.

As regards the qualifying marks for admission to medical colleges, candidates belonging to the Scheduled Castes and Scheduled Tribes securing 40 per cent marks in the qualifying examination are eligible for admission as against 50 per cent required for general candidates.

(b) No Sir.

(c) Does not arise.

[English]

#### Imbalance in Rural and Urban Health Services

1516. SHRI NARSING SURYA-WANSHI : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that there is a need to set right the rural and urban imbalance in health services ; and

(b) if so, what steps are being taken or proposed to be taken to remove such imbalance ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY

**WELFARE (KUMARI SAROJ KHA-PARDE) :** (a) and (b) Yes, Sir. To provide adequate medical facilities in rural areas of the country by 2000 A.D., it is proposed :—

- (i) to provide one Health Guide for every village and at least one trained Dai in every village ;
- (ii) to provide a sub-centre and one male and female multi-purpose health worker for every 5000 rural population in general and for every 3000 population in tribal and hilly areas ;
- (iii) to open new PHCs so as to ultimately have one Primary Health Centre for every 30,000 rural population in general and for every 20,000 population in tribal and hilly areas ;
- (iv) to provide facilities for treatment in basic specialities at upgraded Primary Health Centres/Community Health Centres, to be established in a phased manner, so that ultimately there is one upg aded PHC/CHC for every one lakh rural population.

The targets under the Scheme of Training of Dais, Health Guides, establishment of Sub-centres and Primary Health Centres are proposed to be achieved fully i.e. 100% by the end of Seventh Plan. The establishment of Community Health Centres/Upgradation of PHCs will, however, be achieved 50% by 1990.

#### **EMU Services Between Bardhaman and Asansol**

**1517. SHRI HANNAN MOLLAH :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the problems faced by the people due to non-availability of Suburban facility between Bardhaman and Asansol ;

(b) whether Government are also aware of a resolution of West Bengal Assembly demanding running of E.M.U. electric local trains between Bardhaman and Asansol ;

(c) whether Government have received any memorandum from the Railway User's Central Co-ordination Committee ;

(d) if so, the details thereof ;

(e) whether Government propose to introduce these facilities ; and

(f) if so, the time by which these are proposed to be introduced ?

**THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** (a) 10 pairs of stopping passenger trains and 16 pairs of mail/express trains, all hauled by electric locos, are available on Bardhaman-Asansol section. These services are adequately meeting the requirement of traffic.

(b) to (d) Yes, Sir. It has been suggested that EMU services be extended upto Asansol.

(c) & (f) Very heavy financial investment will be required to make the section fit for running EMU trains and for procurement of additional EMU stock. In view of scarcity of resources no likely date can be given at this stage.

#### **Division-wise break-up of Railway Stations having Passengers Amenities**

**1518. SHRI HANNAN MOLLAH :** Will the Minister of RAILWAYS be pleased to state :

(a) the Division-wise number of railway stations all over the country ; and

(b) the division-wise number of railway stations having facilities of covered and uncovered platforms, pure drinking water, electricity, latrines, waiting rooms and announcement systems ?

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

**Linking of NOIDA with Delhi/New Delhi with Railway Lines**

1519. SHRI RAM PUJAN PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) whether Railway authorities have made any survey in NOIDA area in respect of Linking NOIDA with Delhi/New Delhi during the last three-four years ; if so, the results of the survey and the progress made so far in this respect ;

(b) whether Government had planned to provide a Rail link between Vivek Vihar and Vikas Puri ;

(c) whether Government propose to link NOIDA also by Rail with Delhi/New Delhi in the near future ; and

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

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

(b) No, Sir.

(c) No, Sir.

(d) Does not arise.

**Frankfurt Book Fair**

1520. DR. B.L. SHAILESH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether his attention has been drawn to the reports which appeared recently in the press about certain alleged deficiencies and weaknesses in organisation of the Frankfurt Book Fair ;

(b) if so, the details thereof ; and

(c) the steps proposed to be taken to safeguard against such criticism in holding future International Book Fairs ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : (a) Yes Sir.

(b) and (c) Frankfurt Book Fair with its focal theme "India—Change in Continuity" was marked by an unprecedented interest in Indian books. Over 10,000 titles contributed by 1090 publishers from India were displayed. Indian publishing industry received unparalleled exposure among readers, scholars, librarians, journalists, publishers, booksellers and printers of the world. India's participation and the various cultural events were well commented by press, radio and television of the Federal Republic of Germany. Arrangements made by the Book Fair Authorities were quite satisfactory. This being an important and big event, it attracted comments of different shades from the public and the press. Some of the deficiencies and weaknesses mentioned in the press are that ; some printing mistakes were found in the catalogue of Indian books displayed by Frankfurt Book Fair Authorities, but prepared by the National Book Trust, the publishers were not briefed properly, there were no arrangements for sale of books, and that Indian authors invited by the Frankfurt Book Fair Authorities were not given an opportunity to meet German authors. etc.

According to the rules of the Frankfurt Book Fair, sale of books is not permissible. The publishers were properly briefed by the National Book Trust in advance. The catalogue of Indian books displayed by Frankfurt Book Fair Authorities was to be prepared by them, but they dropped this project, a few week before the start of the Fair. It is a fact that some mistakes crept in the huge catalogue as the same had to be compiled by National Book Trust at short notice.

**Infant and Maternal Mortality Rates**

1521. DR. B.L. SHAILESH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :



(a) whether in India, the pre-natal Mortality Rate (PMR), Infant Mortality Rate (IMR) and Maternal Mortality Rate (MMR) is high particularly in the rural areas and if so, how it compared with other countries in Asia ;

(b) whether 6.3 per cent of the new born are either dead or die within first week of life, whereas 11.4 per cent of children die before their first birthday ; and

(c) if so, what positive steps Government propose to take to reduce the infant mortality rate and assure child survival to ensure the voluntary acceptance of the family programme which presently continues to be poor despite all the incentives and prize schemes ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) According to the available Data, Pre-natal Mortality Rate (PMR) in India (53.6 in 1983) is higher than that of Thailand (1.2) and Japan (6.8). Infant Mortality Rate (IMR) which is 104 in 1984, is higher than that of Bahrain, Brunei, China, Cyprus, Hong-Kong, Indonesia, Iraq, Israel, Japan, Jordan, North Korea, South Korea, Kuwait, Lebanon, Malaysia, Maldives, Mengalia, Phillippines, Qatar, Singapore, Srilanka, Syrian Arab Republic, Thailand and U.A.E. and, is lower than that of Afghanistan, Bangladesh, Bhutan, Burma, Kampuchea, Democratic Republic of Yeman, East Timer, Iran, Laos, Nepal, Oman, Pakistan, Saudi Arabia, Turkey, Vietnam and Yeman.

Sample Registration System (SRS of RGI) does not provide required data on maternal Mortality. However Annual Reports (Rural) on survey of cause of death and Annual Reports (Urban) on Mortality statistics of causes of death have estimated that for 1983, the per-centage of maternal deaths to the total deaths at the national level is 2.2.

(b) No Sir, according to S.R.S. 5.36% of the children die within the first week of life (1983) and 10.4% of the children die before their first birthday (1984).

(c) Steps taken by the Government to reduce these mortality rates include expansion of the existing health infrastructure, training of traditional birth attendants, training of manpower, health education, adoption of 'risk' approach, universal immunization of pregnant women and children, control of diarrhoeal diseases, prophylaxis against nutritional anemia and supplementary nutrition under I.C.D.S. scheme.

#### **Trial Run and Delivery of Maratha Majesty Built by Cochin Shipyard**

1522. DR. B.L. SHAILESH : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the "Maratha Majesty", the 75000 DWT vessel and the fourth one being built by the Cochin Shipyard was taken out for trial runs during the last month ;

(b) if so, the results thereof ;

(c) the estimated cost of the ship and the advance, if any, paid by its buyers, the Chowgules ;

(d) whether the Chowgule Steam ship Company, has taken delivery of it ;

(e) if not, what was their objection ; and

(f) how Government propose to proceed in the matter and enforce the delivery ?

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

(b) All tests and trials planned were carried out except speed test.

(c) The price fixed by Government for 004 is Rs. 32.527 crore whereas the tentative cost of its construction, is Rs. 44.85 crores. The instalments received from the owners, including SDFC loan are Rs. 19.125 crores.

(d) to (f) The ship is getting ready for delivery by end November 1986. While earlier, M/s. Chowgules had given notice of rescinding the contract for 004, CSL has already contested their claim. In the meanwhile CSL have given notice to M/s. Chowgules for delivery of the ship.

#### **Cargo Mix-Up at Delhi International Airport**

1523. DR. B.L. SHAILESH : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether there have been cases of cargo mix-up at Indira Gandhi International Airport cargo complex recently ; and

(b) if so, the steps being taken to check this ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) There has been only one case of mix-up out of 7393 loaded pallets handled at I.G.I. Airport during the period from 1.5.86 to 31.10.86.

(b) Airlines have been advised to fix destination tags on the loaded pallets for clear identification and to re-check the tags prior to their loading onto the aircraft.

#### **Development of Duvvada railway station in A.P.**

1524. SHRI S. PALAKONDRA-YUDU : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railway Board has approved the Master Plan to develop "DUVVADA" railway station in Andhra Pradesh ; and

(b) if so, the details of the Master Plan and the amount sanctioned ?

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

(b) Question does not arise.

#### **Irrigation Projects of Andhra Pradesh Pending for Approval**

1525. SHRI S. PALAKONDRA-YUDU : Will the Minister of WATER RESOURCES be pleased to state :

(a) the number of project proposals of Andhra Pradesh pending with the Union Government for clearance ;

(b) the amount already spent by the Government of Andhra Pradesh on those pending projects ;

(c) the reasons for delay to give clearance ; and

(d) whether it is a fact that the proposed/estimated amount of a particular project/projects will go "double" if more time is taken in the matter ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) One major and 3 medium projects are under examination in Central Water Commission and 9 major and 4 medium projects are pending with the State Government for compliance of the comments of C.W.C./ observations of the Planning Commission.

(b) An amount of Rs. 6 20 crores has been incurred on the projects upto end of Sixth Plan and the anticipated expenditure during 1985-86 is about Rs. 1 59 crores.

(c) The projects are pending clearance broadly because of the following reasons :

(i) Delay in submission of complete data/information in response to the comments of the CWC/Deptt. of Environment & Forests.

(ii) Inter-State aspects to be resolved with the concerned States.

(iii) Clearance from the environmental angle and for the release of forest land under the Forest Conservation Act.

(d) The increase in cost also depends on many factors including rise in prices. It is difficult to indicate the exact amount of increase on this account.

#### **Kanpur Bypass**

**1526. SHRI SYED SHAHABUDDIN :** Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the work on the Kanpur bye-pass has been taken up ;

(b) if so, the estimated cost thereof and the date of commencement of the work ;

(c) whether work has been proceeding according to schedule and the date when it is likely to be completed ; and

(d) the reasons for delay, if any ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) to (d) There is no such work under execution at present on National Highways. A Bypass on National Highway 2 at Kanpur in Uttar Pradesh was however completed and opened to traffic in the year 1985.

#### **Emergency Landing of Boeing 737 at Bombay Airport**

**1527. SHRI MOHANBHAI PATEL :** Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it is a fact that an emergency landing of an Indian Airlines Boeing 737 was made in Bombay on 7 October, 1986 following a false fire alarm in the cockpit ; and

(b) if so, the action proposed to be taken to ensure safety of passengers due to emergency landings and false alarms ?

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

(b) A Board is investigating the accident. In the meanwhile a fleet-wise inspection of insulation of the fire wire and overheating detection system is being carried out. At the recommendation of the Boeing Company, additional checks on this system are also being carried out during Maintenance cycles.

#### **National Cultural Heritage Bill**

**1528. PROF. NARAIN CHAND PARASHAR :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to refer to the reply given to Unstarred Question No, 4185 on 14th August, 1986 regarding interference by INTACH in the working of ASI and State :

(a) whether Government have since finalised their views on the draft of the 'National Cultural Heritage Bill' as suggested by the INTACH ; and

(b) if so, when the bill is likely to be introduced in Parliament ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : (a) and (b) Not yet, Sir. The draft bill is under scrutiny.

#### **Construction of Hieun Tsang Memorial in Bihar**

**1529. PROF. NARAIN CHAND PARASHAR :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the Hieun Tsang Memorial under construction at Nalanda in Bihar has since been completed and started functioning ;

(b) if so, the total cost and period of construction and a brief outline of the activities and the functions carried out at the Memorial ;

(c) whether there is any co-ordination between the activities of the Nalanda Maha Vihar located nearby ; and

(d) if not, whether any co-ordination is proposed to be established ?

**THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) :** (a) The construction of the Hieun Tsang Memorial has been completed but has not started functioning.

(b) The total expenditure is Rs. 46.42 lakhs. The construction commenced in 1961 and was completed in 1984. The activities and the functions are yet to be determined.

(c) and (d) The construction was completed in 1984. In March 1985, the Government of Bihar agreed in principle to the merger of Hieun Tsang Memorial with the Nava Nalanda Mahavihara and to establish an autonomous organisation. However, the State Government has since indicated that a thinking has developed for establishment of an Open University at Nalanda incorporating the Nava Nalanda Mahavihara into it. The matter is still under consideration.

#### **Gama Camera for Treatment of MIC Gas Victims**

**1530. SHRI CHINTAMANI JENA :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether the gama camera for treatment of MIC gas victims in Bhopal has not been installed till date ;

(b) whether the State Gas Relief Commission has even cancelled the purchase orders of certain ancilliary safety devices needed for the camera ; and

(c) if so, the reasons for the same and the action proposed to be taken by Government to ensure installation of the camera at the earliest and purchase of

certain other ancilliary safety devices required for the camera ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) :** (a) to (c) The information is being collected from the Government of Madhya Pradesh and will be laid on the table of the Sabha.

#### **Proposal to reserve Compartment for Suri Passengers in Viswabharati Passenger**

**1531. SHRI GADADHAR SAHA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to reserve a compartment for Suri Passengers in Viswabharati passengers train ; and

(b) if so, the details thereof ?

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

(b) Does not arise.

#### **Dieselisation of Mayurakhi Fast Passenger**

**1532. SHRI GADADHAR SAHA:** Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to haul Mayurakhi fast passenger by diesel engine ;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor ?

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

(c) The Railways are facing an acute shortage of diesel locomotives which are primarily committed to the movement of essential freight traffic.

### Removal of Deficiencies in National Highway Grid/System

1533. SHRI BALASAHEB VIKHE PATIL : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether any measures are proposed to be taken to remove the deficiencies in National Highway Grid/System to avoid fuel wastage and higher vehicles costs; and

(b) if so, the details thereof including the expenditure to be incurred thereon during the current year?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) and (b) The development and improvement of the National Highways is a continuous process. A sum to the extent of Rs 5676 crores is required to remove existing deficiencies on National Highways as on 1st April, 1985. Depending upon the resources available, improvement works are taken up to remove the deficiencies in the system. During current financial year there is a provision of Rs. 266 crores for being incurred on various National Highways in the Country.

### Fictitious Sterilisation Cases and Misuse of Disbursement Money

1534. SHRI BALASAHEB VIKHE PATIL : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that in most of the cases sterilisation targets are manipulated by the lower ranks working at the district headquarters and the villages and registers are just filled in with fictitious names and addresses and that money meant for disbursement as incentive is misused ;

(b) if so, what steps Government have taken to check these malpractices; and

(c) if not, what is the correct position ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) to (c) A regular system of carrying out field evaluation on sample basis in selected districts of various states is in operation through interview of acceptors and verification of records/registers maintained at different levels. These reports reveal that in most of the cases acceptors of sterilisation reported by the states, are found to be genuine. State Governments are kept informed of major findings of field evaluations.

### [Translation]

### Development of Visva-Bharati

1535. SHRIMATI MADHUREE SINGH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether the University Grants Commission has accorded approval for development and expansion of Visva-Bharati, Santiniketan ; and

(b) if so, the salient features thereof and the expenditure involved therein ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SRI P.V. NARASIMHA RAO) : (a) Yes, Sir.

(b) The University Grants Commission has allocated a sum of Rs. 4.0 crores for development of Visva-Bharati during the Seventh Plan period. Against this approved allocation, the following developmental programmes have been sanctioned :—

(i) Books/Journals	Rs. 2.0 lakh
(ii) Equipment	Rs. 2.0 lakh
(iii) Construction of hostels	Rs. 36.0 lakh
(iv) Medical Health Scheme	Rs. 27.0 lakh
(v) Miscellaneous	Rs. 15. 50 lakh
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	Rs. 82 50 lakh
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In addition, UGC has agreed to sanction Rs. 33.66 lakhs for commemoration of 125th Birth Anniversary of Rabindranath Tagore and Rs. 36.50 lakhs for import of equipment for studies of the Fine Arts and Agricultural Education under a Cultural Agreement.

The Commission has also accepted, in principle, the University's proposal for construction of Art Gallery.

[English]

**Nepal's Association in Talks About Augmentation of Ganga Waters**

1536. SHRI NITYANANDAMISHRA :  
SHRI JAGDISH AWASTHI :  
SHRI SAIFUDDIN CHOW-  
DHARY :  
SHRI G.G. SWELL :  
SHRI DINESH SINGH :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Nepal has agreed to be associated with the joint Indo-Bangladesh move to augment flow of Ganga Waters ;

(b) if so, whether the joint Committee of experts of India and Bangladesh has taken steps to collect data from Nepal for this purpose ; and

(c) whether Nepal has made any suggestion in this regard and if so, the details thereof ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND : (a) to (c) The Indo-Bangladesh Joint Committee of Experts have sought from HMG Nepal the data and information needed for its study on the possibility of augmenting the flows of Ganga at Farakka through storages in Nepal. HMG Nepal assured the Joint Committee of Experts of Nepal's co-operation on the basis of mutual benefit and stated that they would examine the JCE's list of required data in depth and respond later.

**Mini Irrigation Projects For Kerala**

1537. SHRI T. BASHEER : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether the Government of Kerala has approached the Centre for Consideration of setting up mini irrigation projects in State ;

(b) whether it is a fact that negotiations for external help for implementing these projects are in hand ; and

(c) if so, the details thereof ?

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

(c) The proposal has been posed to the European Economic Community for financial assistance.

**Repair and Maintenance of National Highways During 1986-87**

1538. SHRI SYED SHAHABUDDIN :  
SHRI VIRDHI CHANDER JAIN:

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the estimated expenditure on repairs and maintenance of National Highways during 1986-87 ;

(b) the major new works including widening and strengthening of existing National Highways to be undertaken during the current year ;

(c) whether any widening and strengthening work of the segment of National Highway No. 31 North and South of Kishanganj in Bihar is to be undertaken during the current year ; and

(d) if so, the details thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : (a) Rs. 100.00 crores.

(b) A statement is given below.

(c) and (d) The segment of National Highway No. 31 North and South of Kishanganj in Bihar is already double-lane and there is no proposal for widening/strengthening of this portion during the current year.

**Statement***Scheme-wise extract of works provided in 1986-87 Annual Programme*

S. No.	Item	Cost (Rs. in crores)
<i>Road Works</i>		
1.	Construction of missing links	19.00
2.	Improvement to low grade sections	8.49
3.	Widening to two lanes (without strengthening)	24.35
4.	Widening and strengthening single lane to two lanes	15.26
5.	Strengthening to weak two lane stretches	52.28
6.	Reconstruction/widening weak/narrow culverts	9.25
7.	Providing bypasses around congested towns	25.10
8.	Approaches to bridges	9.45
9.	Widening to four lanes	17.76
10.	Strengthening weak major arterial routes	56.29
11.	Miscellaneous items	48.01
	<b>Total</b>	<b>282.54</b>
<i>Bridge Works</i>		
1.	Missing major bridges	20.42
2.	Replacement of submersible major bridges, dips, vented causeways with High level bridges	5.50
3.	Reconstruction/widening of narrow/weak & damaged major bridges including construction of bridges on missing links & bypasses	57.76
4.	Minor bridges	41.72
5.	Bridge on National Highways proposed for four-laning	0.80
6.	Road over/under bridges	20.96
7.	Bridge works on strengthening of arterial routes	1.50
8.	Miscellaneous items	0.73
	<b>Total</b>	<b>149.39</b>
	<b>World Bank Projects (Roads &amp; Bridges)</b>	<b>321.40</b>
	<b>Grand total :</b>	<b>756.03</b>

### Setting up Community Irrigation Centres

1539. DR. K.G. ADIYODI : Will the Minister of WATER RESOURCES be pleased to state :

(a) the State-wise number of Community Irrigation Centres being set up in the country and the allocation made for each State;

(b) whether priority will be given to Scheduled Caste/Scheduled Tribe areas; and

(c) if so, the details thereof ?

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

(a) to (c) Information is being collected and will be laid on the Table of the House.

### Amendment to Prevention of food Adulteration Act, 1954

1540. SHRI RAMASHRAY PRASAD SINGH : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have decided to amend the Prevention of Food Adulteration Act, 1954 considering some irregularities pointed out by the High Courts and Supreme Court in the matter of food adulteration; and

(b) if so, the details in this regard and if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b) The Government has initiated action to amend provisions of the Prevention of Food Adulteration Act, 1954 on the basis of suggestions received from various quarters.

### Non-Playing of Indian National Anthem at Seoul Asiad

1541. SHRI BASUDEB ACHARIA :

SHRI ANIL BASU :

SHRI SAIFUDDIN CHOWDHARY :

SHRI HANNAN MOLLAH :

SHRI DINESH GOSWAMI :

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

(a) whether Government are aware that in the Tenth Asian Games at Seoul Indian contingent marched while some song other than the National Anthem was being played;

(b) whether it is a fact that our National Anthem was also not played at the time when Gold Medals were awarded to our Gold Medal winners;

(c) whether any protest was lodged by Government with the organisers; and

(d) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) National Anthems are never played during the march past in Asian Games and accordingly our national anthem was also not played during march past of the Indian contingent in the opening ceremony of X Asian Games.

(b) to (d) Our National Anthem was played at the time when Gold medals were awarded to our sportspersons in accordance with the rules. The question of lodging any protest in this connection, therefore, did not arise.

### Law Prohibiting Capitation fee in Medical Colleges

1542. SHRI G. BHOOPATHY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :



(a) whether there is any proposal to formulate a law prohibiting capitation fees in Medical Colleges in the country; and

(b) if so, when ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b) The Government of India have under consideration necessary legislative measures for regulating fee to be charged from the students of Medical Colleges and propose to bring forward the requisite legislation shortly.

#### Criteria for Appointment of Medical Superintendent

1543. SHRI RAM PYARE PANIKA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the criteria on which administrators for hospitals, like Medical Superintendents, are appointed at present;

(b) whether there is any system of providing training in medical administration to medical personnel before they are appointed as administrators; and

(c) if not, whether any such training scheme is under contemplation ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) The Central Health Service has four sub-cadres—Teaching Specialist, Non-Teaching Specialist, Public Health and General Duty. As per CHS Rules, 1982, officers holding post in Specialist Grade I of Teaching, Non-Teaching and Public Health sub-cadre with 5 years' regular service in the respective grade and Chief Medical Officers in General Duty Cadre with 7 Years' regular service in the Grade are eligible for appointment to the posts of Medical Superintendents/Additional Medical Superintendents.

(b) and (c) Some of the CHS officers do acquire administrative experience while holding posts in the lower grade before they are promoted as Medical Superintendent/Additional Medical Superintendent. It is, however, proposed to impart in-service training to senior officers by way of short-term training course, observational tours and workshops in the field of Administration. CHS officers at Junior level are now being given such training.

#### Sports standard in States

1544. SHRI NITYANANDA MISHRA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the States which have not been able to come up to the national level of sports in different games both for team and individual events;

(b) whether a study has been made in this regard ?

(c) if so, the findings thereof; and

(d) the steps proposed to be taken to raise the level of the Sports in all these States ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) and (b) No study has been made regarding the States which have not been able to come up to the national level of sport in different games both for team and individual events.

(c) Does not arise-

(d) Government are already implementing schemes such as Grants to State Sports Councils, National Sports Talent Search Scholarships, All India Rural Sports Tournaments, and National Sports Championships for women which are aimed at helping the states to raise standards of sports.

**Steps to set up Sports Training Centres for Tribals in Orissa**

1545. SHRI NITYANANDA MISHRA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Union Government propose to set up some training centres for sports in the tribal belts of Orissa to tap young talents who could be groomed for national and international events in future;

(b) what are the schemes now in operation for tapping talents from rural areas with particular reference to Orissa;

(c) whether the activities under the scheme are being monitored closely; and

(d) if so, what prospects does it hold to produce better sports talents in the country in near future ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS & SPORTS AND WOMEN & CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) to (d) While there is no scheme to set up training centres for sports in the tribal belt of Orissa as such, the Sports Authority of India is implementing a scheme for promotion of Sports in Special Areas which includes tribal areas generally. The scheme of All India Rural Sports Tournaments covering block, district and State levels aims specifically at promoting sports in rural areas including those in Orissa.

The two schemes mentioned above are operated and supervised by the Sports Authority of India and Netaji Subhas National Institute of Sports, Patiala respectively and hold potential for spotting of talent among rural and tribal people.

**Sub-standard Construction of Indira Gandhi International Airport**

1546. SHRI NITYANANDA MISHRA :  
SHRI YASHWANTRAO GADAKH PATIL :  
SHRI PRAKASH V. PATIL :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Central Bureau of Investigation has registered cases against some former top officials of the International Airports Authority of India in connection with the alleged malpractices in the construction of the Indira Gandhi International Airport, Delhi; and

(b) if so, the details thereof and the total amount of losses involved ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) No, Sir. The Central Bureau of Investigation has not as yet registered any case.

(b) Question does not arise.

**Buying and Selling of Kidneys for West Asian buyers**

1547. SHRI RAMASHRAY PRASAD SINGH :  
SHRI SIMON TIGGA :

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

(a) whether it is a fact that trafficking in live human organs has become a thriving business in the country and a few hospitals in Bombay are involved in kidney trade for West Asian buyers;

(b) whether attention of the Indian Medical Association has been drawn to this by some Kuwaiti doctors ; and

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

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) and (b) At a conference in Helsinki a Kuwaiti doctor presented a paper in which he alleged that kidney transplants in some Kuwaiti nationals had been done in Bombay from unrelated donors for huge monetary consideration. The Government of Maharashtra have, however, not sent any report to this effect.

(c) Does not arise.

**Telephone Facility in Compartments  
of Passenger Trains**

1548. SHRI RAMASHRAY PRASAD SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are considering to provide telephone facility in each compartment of passenger trains for the convenience of the passengers;

(b) if so, the details thereof, and

(c) if not, the reasons therefor ?

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

(b) Does not arise.

(c) For lack of resources Railways have not been in a position to plan for mobile communication; Basic infrastructure of extensive communication along the Railway route is a pre-requisite for such a facility.

**Ships of Shipping Corporation of  
India fined for Carrying Contraband  
goods**

1549. SHRI RAMASHRAY PRASAD SINGH :

SHRI MOOL CHAND DAGA :

SHRI BALASAHEB VIKHE PATIL :

Will the MINISTER OF SURFACE TRANSPORT be pleased to state :

(a) whether any ships of Shipping Corporation of India have been fined by Customs Authorities for carrying contraband goods; and

(b) if so, the details thereof and how the amount paid as fine has been adjusted in Shipping Corporation of India accounts ?

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

(b) Details of the cases where fines have already been imposed on SCI by the Customs authorities from March, 1985 are as follows :—

	Name of the vessel	Date on which smuggling detected	Fines imposed by Customs Authorities
1.	MV State of Andhra Pradesh	4.4.85	Rs. 96000 on vessel and Rs. 8000 on Master. Appeal filed by SCI.
2.	MV Ravidas	12.7.85	Fines of Rs. 1000/— imposed on Master.
3.	MV Vishva Anurag	31.7.85 1.8.85 2.8.85	Fine of Rs. 30000/— Levied on Master. Appeal filed.
4.	MV Vishwa Shakti	26.9.85	Fine of Egyptian pounds 6771 imposed on vessel by the Customs Authorities of Egypt Fines levied on the ship and/or on ship's staff in the course of their duties are recoverable from the Protection and Indemnity Club subject to the deductible of US Dollars 25000 in any one incident and such fines are reckoned as steamer expenses in the accounts of the SCI.

**Income from Passenger Traffic Between  
Shoranur and Mangalore**

**1550. SHRI MULLAPPALLY RAMA-  
CHANDRAN :** Will the Minister of  
RAILWAYS be pleased to state :

(a) whether any study has been made to assess the income to Railways from passenger traffic between Shoranur and Mangalore in Palghat Division ; and

(b) if so, the details of annual income therefrom during the last three years ?

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

(b) Does not arise.

**Legal Proceedings Against Cochin  
Shipyard for Non-Delivery of Ships  
within Stipulated Time**

**1551. SHRI MULLAPPALLY RAMA-  
CHANDRAN :** Will the Minister of  
SURFACE TRANSPORT be pleased to  
state :

(a) whether any lapse on the part of Cochin Shipyard has resulted in non-delivery of ships to buyers within stipulated time ;

(b) if so, whether any of the buyers have instituted legal proceedings against Cochin Shipyard for compensation/breach of contract ;

(c) if so, the details thereof ;

(d) whether compared to other shipyards in the world, Cochin Shipyard is the slowest in ship production ;

(e) if so, the reasons therefor ; and

(f) the steps taken by Government to improve the efficiency of the unit ?

**THE MINISTER OF STATE OF THE  
MINISTRY OF SURFACE TRANSPORT**

**(SHRI RAJESH PILOT) :** (a) to (c) No. The contractual date of delivery of ship 004 is Sept. 1984. Contract provides for grace period and delays on account of Force Majeure. CSL has claimed force majeure allowance in respect of this ship. Owners have been given notice that ship will be ready for delivery on 29-11-86. Owners have not accepted in full CSL's claim of force majeure and have given notice of rescinding contract. Shipyard has contested the same.

(d) to (f) No precise data about the productivity norms of other shipyards in the world are available, hence it is not feasible to make comparison of ship production in CSL with other foreign shipyards.

However, to achieve higher production and productivity and to adopt improved method of production CSL has already concluded a production consultancy agreement with IHI Japan.

**Construction of Railway Lines in  
Andhra Pradesh**

**1552. SHRI V. TULSIRAM :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have conducted various surveys during the last three years in Andhra Pradesh for laying broad and meter gauge lines in that State ;

(b) if so, the details of surveys and areas covered ;

(c) the time by which the remaining work is expected to be completed, if any ; and

(d) the railway lines gauge-wise proposed to be laid in the States by the end of Seventh Plan Period ?

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

(b) and (c) Surveys have been completed for laying new lines in following areas :—

- (i) Nandyal to Yerraguntla via Banganapalle, Nossam and Jammalamadugu (Length 126 kms.).
- (ii) Adilabad-Pimpalkutti via Talmadugu and Gimma (Length—21 kms.).
- (iii) Nizamabad-Ramagundam via Jagtial (Length 155 kms.)
- (iv) Nidubrolu-Nizamapatnam via Chandole (Length 22 kms.)
- (v) Pakala Jn.-Katpadi Jn. via Chittoor (Length 63 kms.)
- (vi) Nadigudi Gudur/Kalahasti via Vinukonda, Podile, Kanigiri and Rapur (Length—350 kms.)

Surveys for following new lines are in progress and expected to be completed in 1987 :—

- (1) *Bibinagar-Nadikude* (BG) 110 kms. commissioned. Balance 39 kms, is also planned to be commissioned.
- (2) *Motumari Jaggayapet* (BG) will be completed.
- (3) *Adilabad Pimpalkutti* (BG)
- (4) *Telapur-Patancheru* (BG)
- (5) *Rayadurg-Chitradurg* (MG)

**Regular Supply of Measles vaccines to Rural Areas in Andhra Pradesh**

1553. SHRI V. TULSIRAM : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether measles vaccines are not regularly supplied in rural areas in Andhra Pradesh.

(b) the criteria for arranging supplies to the rural and urban areas in Andhra Pradesh as fixed by the Union Government ;

**S. No. Survey for New Line**

- (i) Krishna-Vikarabad via Vutukur, Abhanagar. (Length 140 kms.)
- (ii) Macherla to Raichur via Gadwal. (Length 260 kms.)
- (iii) Kakinada-Kotapalli via Ramachandrapuram. (Length 43 kms.)
- (iv) Parallel BG line from Guntakal to Kurnool Town with conversion from MG into BG from Dronachalam to Guntur (470 kms.) via Giddalur & Vinukonda.
- (v) Parallel BG line from Kurnool Town to Secunderabad (224 kms.) via Mahbubnagar and Pedoor.

(d) Following ongoing new lines fully or partly in Andhra Pradesh will be progressed in Seventh Five Year Plan according to availability of resources for New Lines :—

- (i) will be progressed
- (i) according to availability
- (i) of resources.
- (i)

(c) the names of districts in Andhra Pradesh which received full, half below half and demand made by Andhra Pradesh Government during the last three years; and

(d) the steps taken by Government to arrange prop regular supply of vaccines ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHA-PARDE) : (a) and (b) Measles Vaccine is

supplied on a regular basis to the districts covered under the Universal Immunization Programme started in 1985-86. No distinction has been made in this regard between rural and urban districts. Andhra Pradesh has been receiving full allocation of Measles Vaccine as per the requirement of the target population of infants to be covered in the districts under the Universal Immunization Programme. In addition, some quantity of the vaccine is also supplied to the State Government to meet its requirement in the non-UIP areas. The vaccine is supplied to the State Health Authorities and, they in turn make further allotment to the districts concerned. However, in the event of an outbreak of Measles, the State Govt. can utilise the vaccine available with them and the quantity so utilised will be recouped by the Government of India, later.

(c) & (d) During 1985-86, the two districts i.e. Cuddapah and Anantpur, covered under the Universal Immunization Programme, were supplied with Measles vaccine in full. During the current year, 3 more districts i.e. Nizamabad, Kurnool and Mahboobnagar, which have been included in the programme, received a supply of 3.375 lakh doses against an allocation of 5.98 lakhs doses. The balance quantity will be supplied during the third and fourth quarter of the year. Additional quantity of Measles Vaccine will also be supplied as and when the import (through the UNICEF) position improves.

#### **Kerala Government Proposal Promote Sports and Games**

1554. DR. K.G. ADIYODI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have under consideration any proposal submitted by Kerala Government for promotion of sports and games ; and

(b) if so, the details thereof ?

**THE MINISTER OF STATE IN  
THE DEPARTMENTS OF YOUTH  
AFFAIRS AND SPORTS AND WOMAN  
AND CHILD DEVELOPMENT**

**IN THE MINISTRY OF HUMAN  
RESOURCE DEVELOPMENT (SHRI-  
MATI MARGARET ALVA) ;** (a) Certain proposals in outline regarding development of sports infrastructure in the State have been received recently. Details of the different proposals are awaited.

(b) The proposals in outline include construction of open stadia, indoor stadia, swimming pools, synthetic athletic tracks, sports complexes, etc.

#### **Proposal for Unemployment Allowance to Indian Seamen**

1555. SHRI SATYAGOPAL MISRA: Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether there is any proposal under consideration of Government to provide unemployment allowance to our Seamen from Sign-off to Sign-on ;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor ?

**THE MINISTER OF STATE OF THE  
MINISTRY OF SURFACE TRANSPORT  
(SHRI RAJESH PILOT) :** (a) to (c) This has been discussed in detail at various meetings of shipowners and seafarers but no acceptable scheme has yet been finalised. Shipowners have expressed their inability to make funds available in the present state of recession.

#### **Close Circuit Television at Railway Stations**

1556. Will the Minister of RAILWAYS be pleased to state :

(a) whether close circuit television has been introduced at various important stations of Indian Railways ;

(b) whether these close circuit televisions play T.V. Commercials ;

(c) whether Government are aware that these T.V. Commercials alongwith the sound of trundling trains play havoc on busy railway stations ;

(d) whether the purpose of the facility of close circuit system is for making the railway enquiry service easily available to the public ; and

(e) if so, whether Government propose to take steps to stop silence ragging T.V. terminals at stations ?

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

(b) Yes, Sir.

(c) No, Sir.

(d) Yes, Sir.

(e) There is no proposal to discontinue the system. Instructions have however been issued to reduce the sound level wherever it is found to be excessive.

**Construction of B.G. Railway Line Touching all District Head Quarters in Assam**

**1557. SHRI BHADRESHWAR TANTI :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Union Government have decided to construct the proposed Broad Gauge railway line touching all the district headquarters in upper Assam ;

(b) whether the survey in this respect has been completed ; and

(c) if so, the details thereof ?

**THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** (a) to (c) A survey for construction of a Broad Gauge railway line from Guwahati to Dibrugarh connecting Nagaon, Jorhat and Sibsagar has been conducted. The length of the proposed line alongwith extension to Tinsukia is 464 Kms and is estimated to cost Rs. 342 crores. Another survey for conversion of the existing MG line from Guwahati to Dibrugarh into BG has also been conducted.

The length of this line is 545 kms. and is estimated to cost Rs 327 crores. A final decision regarding extension of BG line beyond Guwahati will be taken after examination of the Survey Reports.

**Cause of Cancer and Ban on Advertisement of Tobacco Products**

**1558. DR. CHINTA MOHAN :  
DR. G. VIJAYA RAMA RAO :**

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

(a) whether recent research shows that Tobacco specific nitrosamines and not nicotine is the real cause of cancer ;

(b) whether it is a fact that TSNAS content in tobacco leaves increases hundred-fold with curing and processing carried out in the case of chewing tobacco and thus increasing chances of oral cancer among tobacco chewers ; and

(c) whether Government propose to ban all advertisements on tobacco products direct and indirect ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SORAJ KHAPARDE) :** (a) According to scientific information available Nicotine which per se is not a cancer producing agent changes into tobacco specific nitrosamines (TSNAS) which are carcinogenic in the course of processing and burning of tobacco.

(b) Sundrying and processing of the tobacco has been shown to be associated with an increase in the TSNAS content. The increase is not constant but depends upon the type of tobacco, the season and the soil in which it is grown, and the quantity of fertilisers used.

(c) Government is actively considering comprehensive programme against tobacco use in the country.

### High Level Committee to Arbitrate River Water Disputes

1559. SHRI G. BHOOPATHY : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether there is any proposal to establish a High Level Committee to arbitrate the disputes with regard to river waters ; and

(b) if so, the details thereof ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND): (a) There is no such proposal.

(b) Does not arise.

### Electrification of Railway Routes in Andhra Pradesh

1560. SHRI G. BHOOPATHY : Will the Minister of RAILWAYS be pleased to state the Railway routes earmarked for electrification in Andhra Pradesh the expenses to be incurred and the expected date of completion ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :

The following sections in Andhra Pradesh have been approved for electrification :—

<i>Section</i>	<i>Estimated cost (Rupees in crores)</i>	<i>Expected date of Completion</i>
1. Vijayawada-Makudi as part of Vijayawada-Balharshah Section	109.43	1988-89
2. Kazipet-Sanatnagar	47.63	Work approved to be completed in VIII Plan.
3. Mulanur-Gudupulli as part of Jolarpettai-Bengalore Section.	5.00	—do—
4. Krishna Canal-Guntur-Tenali Section.	9.10	1989-90

### World Bank Loan for new Irrigation Projects

1561. SHRI G. BHOOPATHY : Will the Minister of WATER RESOURCES be pleased to state :

(a) the total amount secured as loan from the World Bank for financing new irrigation projects in the country ; and

(b) the details of amount spent on each project ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND): (a) Total amount of Loan offered by the World Bank for financing new irrigation projects presently under implementation amount to US \$ 2633 million.

(b) A Statement is given below.



## Statement

Sl. No.	Name of the Project	Total Amt, of assistance U S \$ Mil.	Actual Expend. upto 3/86 Rs. Mil.
1	2	3	4
1.	AP Composite Irrign. Proj. (Cr. 1665—IN Ln. 2662—IN)	140.0 131.0	0.0 (New Agreement) 1117.60 3163.80 1068.20 254.53
2.	Subarnarekha Irrign. Proj. (Cr. 1289. IN)	127.0	1117.60
3.	Gujarat Major Irrign.—II Proj. (Cr. 1011—IN)	175.0	3163.80
4.	Gujarat Medium Irrign.—II Proj (Cr. 1496—IN)	172.0	1068.20
5.	Gujarat Narmada (Dam) (Cr. 1552—IN) (Ln. 2497—IN)	100.0 200.0	254.53
6.	Gujarat Narmada (Canals) (Cr. 1553—IN)	150.0	271.92
7.	Haryana Irrign. Project—II (Cr. 1319—IN)	150.0	1307.21
8.	Karnataka Tanks Project (Cr. 1116—IN)	54.0	400.37
9.	Kallada Irrign. & Tree-crop Development Project. (Cr. 1269—IN) (Ln. 2186—IN)	60.0 20.3	1245.60
10.	MP Medium Irrign. Project (Cr. 1108—IN)	140.0	1437.98
11.	MP Major Irrign. Project (Cr. 1177—IN)	220.0	2264.72

1	2	4	5
12.	Chambal (MP) CAD—II Project (Cr. 1288—IN)	31.0	349.64 (upto 12/85)
13.	Maharashtra Water Utili- sation Project (Cr. 1383—IN) (Ln. 2308—IN)	32.0 22.7	239.37
14.	Maharashtra Composite Irrigation—III Project (Cr. 1621—IN)	160.0	114.80
15.	Mahanadi Barrages Project (Cr. 1078—IN)	83.0	655.60
16.	Orissa Medium Irrign. Project (Cr. 1397—IN)	105.0	976.49
17.	Tamil Nadu Irrign. Project (Cr. 1468—IN)	35.0	222.00
18.	UP Tubewells—II Project (Cr. 1332—IN)	101.0	640.18
19.	Upper Ganga Modern. Project (Cr. 1483—IN)	125.0	160.10
20.	West Bengal Minor Irrign. Proj. (Cr. 1619—IN)	99.0	000.00 (New Argeement)

**Need of loop lines and Electrification  
Diva-vasai**

1562. SHRI S.G. GHOLAP : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that Diva Vasai passenger traffic is held up for want of loop-lines on two stations and electrified double line ;

(b) if so, the estimated cost of the facilities which are required for passenger service, and by which time the same are likely to be provided ;

(c) whether it is a fact that passenger service can be started immediately if loop-lines and diesel engines are provided there ; and

(d) if so, by which time the same will be done ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) The route between Diva and Vasai Road is open only for goods traffic, and infrastructure facilities have not been provided for running of passenger trains.

(b) At the present day cost, works required for upgrading the section for passenger services are expected to cost approximately Rs. 5.5 crores in the first

phase. In view of acute scarcity of resources, no likely date for the link to be ready for passenger trains can be given at this stage as the work is not approved as yet.

(c) No, Sir. The route is on an electrified territory.

(d) Does not arise.

**Reward for Best Performance in  
Family Planning**

1563. SHRI LAKSHMAN MALLICK : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that recently Union Government awarded prizes to certain States on the best performance in family planning during 1984-85 ; and

(b) if so, the names of such States alongwith amount of prizes awarded, category-wise ?

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

(b) A statement giving the names of award winning States/UTs alongwith the amount of award is given below.

**Statement**

*Statement Showing the Names of Award Winning States/UTs.  
Alongwith the Amount of Award.*

GROUP	STATES/UTs.		PRIZE MONEY
'A'	Punjab	1st Prize	Rs. 2.5 crores
	Haryana	2nd Prize	Rs. 1.0 crore
'B'	Tamil Nadu	1st Prize	Rs. 2.5 crores
	Karnataka	2nd Prize	Rs. 1.0 crore
'C'	Assam	1st Prize	Rs. 2.5 crores
(No. other State qualified for award in this Group and, therefore, no Second Prize was awarded).			
'D'	Manipur	—	Rs. 0.5 crore
'E'	A. & N. Islands	—	Rs. 0.25 crore
Total :—			Rs. 10.25 crores

(In groups 'D' & 'E' there is only one prize in each group).

**Use of Ethylene Oxide for Sterilisation of Medical Products**

**1564. SHRI LAKSHMAN MALLICK :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government's attention has been drawn to the news item appearing in the 'Free Press Journal' dated 25th September, 1986 saying that Ethylene Oxide widely used for sterilisation of medical products in the country can prove to be a major health hazard ;

(b) if so, whether any study has been conducted in this regard ; and

(c) if so, the details thereof ?

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

(b) and (c) Government are not aware whether any studies relating to hazards of Ethylene Oxide sterilisation have been carried out in India.

**Language policy for sign-boards and name-plates at Railway Stations**

**1565. SHRI SYED SHAHABUDDIN :** Will the Minister of RAILWAYS be pleased to state :

(a) the policy regarding the selection of languages for railway signboards on platforms as well as name plates at railway stations ;

(b) the names of major junctions, with the names of districts where Urdu has also been used for these purposes, railway-wise ; and

(c) the print order for the Railway time-tables of the various Railways in Urdu from 1st April, 1986 ?

**THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** (a) All name-boards, sign-boards, notices etc. in non-Hindi speaking areas are required to be displayed in three languages with regional language on top followed by Hindi and English, whereas in Hindi speaking areas, these boards are required to be displayed in two languages with Hindi on top followed by English. However, in addition to above, use of Urdu has also been permitted in station name-boards in such of the states where it has been accorded the official status of second language or in such regions where Urdu speaking people are in large numbers.

(b) and (c) Information is being collected and will be placed on the table of the House.

**Punctuality Rate of Trains**

**1566. SHRI SYED SHAHABUDDIN :** Will the Minister of RAILWAYS be pleased to state :

(a) the formula for working out the punctuality rate of trains ;

(b) the punctuality rate of Superfast, Express and Mail trains, separately, railway-wise during each quarter of 1985 ; and

(c) whether any system of incentives and rewards has been instituted for improving the punctuality rate ?

**THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** (a) Percentage of the number of trains arriving right time at destination to the total number of trains run is the formula for calculating the punctuality of all trains run on Indian Railways.

(b) Punctuality percentage of Mail/Express trains (including Superfast trains) not losing time on different Zonal Railways during the year 1985, quarter wise, is given below :—

Railway	Punctuality percentage during quarter			
	JAN-MAR. 85	APR-JUNE 85	JULY-SEP 85	OCT-DEC 85
<b>BROAD-GAUGE</b>				
Central	85.0	81.7	87.1	87.3
Eastern	79.9	72.8	78.6	82.3
Northern	94.5	94.0	94.5	93.4
Northeastern	87.8	85.2	90.2	91.7
Northeast Frontier	72.1	55.7	51.5	64.0
Southern	95.6	93.0	96.5	93.5
South Central	92.2	89.0	94.6	94.2
South Eastern	93.3	89.9	90.3	92.4
Western	91.4	89.0	88.9	91.5
<b>METRE GAUGE</b>				
Northern	97.0	95.4	96.2	95.8
Northeastern	91.1	89.2	87.7	89.9
Northeast Frontier	85.9	77.5	84.7	82.1
Southern	95.8	94.7	97.2	97.5
South Central	95.5	91.1	95.5	97.2
Western	95.4	90.6	91.4	95.4

(c) Yes, Sir.

**Exploitation of Ground Water in  
Karnataka**

**1567. SHRI H.N. NANJE GOWDA :  
SHRI G.S. BASAVARAJU :**

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether scientific studies have revealed that Karnataka has around 20 lakhs hectometres of ground water reserves which could be harnessed to bring in an additional 40 lakh hectares under irrigation ;

(b) whether the studies were conducted by the National Remote Sensing Agency on the basis of the data provided by the Insat-1B Satellite ;

(c) whether Karnataka Government had exploited only one-fifteenth of its ground water potential ; and

(d) if so, the steps taken by Karnataka State and whether the Centre has agreed to help and assist the State Government for the utilisation of the ground water ?

**THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) :** (a) As per present estimates, utilisable ground water resource for irrigation in the Karnataka State is of the order of 13 lakh hectare meters which could be developed to create an irrigation potential of 12 lakh hectares. These estimates are under revision.

(b) Yes, Sir.

(c) The level of exploitation of ground water resource is estimated as about 15%.

(d) During the VII Plan period an irrigation potential of 70,000 hectares is proposed to be created from ground water. The Central Ground Water Board plans to complete hydrogeological surveys of the entire State and construct about 400 additional exploratory boreholes. The Ministry of Water Resources is also operating a Centrally Sponsored Scheme under which matching grants are provided for the purchase of equipment by the State Ground Water Departments.

#### Scholarships by Yugoslavia to Indian Nationals

1568. SHRI BHARAT KUMAR ODEDRA : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Yugoslavia has offered recently some scholarships to Indian Nationals for the year 1986-87 ; and

(b) if so, the details thereof ?

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

(b) Scholarships have been offered for post-graduate studies or short-term specialisation in technical science, social science, technology, forestry or economy. While the duration of each scholarship varies between six to nine months, total duration of the scholarships offered is 40 months.

#### Decisions taken at Conference of Health Ministers Re Medical services in Rural Areas

1569. SHRI BHARAT KUMAR ODEDRA : Will the minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether a Conference of Health Ministers and Secretaries was held recently in New Delhi ;

(b) if so, the measures taken to improve and provide medical services in the rural areas of the country ;

(c) whether some decisions in regard to improving the service conditions of doctors were also taken ; and

(d) If so, the details of the decisions taken at this Conference ?

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

(b) To provide adequate medical facilities in rural areas of the country by 2000 A.D., it is proposed :—

(i) to provide one Health Guide for every village and at least one trained Dai in every village ;

(ii) to provide a sub-centre and one male and female multi-purpose health worker for every 5000 rural population in general and for every 3000 population in tribal and hilly areas ;

(iii) to open new PHCs so as to ultimately have one Primary Health Centre for every 30,000 rural population in general and for every 20,000 population in tribal and hilly areas ;

(iv) to provide facilities for treatment in basic specialities at upgraded Primary Health Centres/Community Health Centres, to be established in a phased manner, so that ultimately there is one upgraded PHC/CHC for every one lakh rural population.

The targets under the scheme of Training of Dais, Health Guides, Establishment of sub-centres and Primary Health

Centres are proposed to be achieved fully i.e. 100% by the end of Seventh Plan. The establishment of Community Health Centres/Upgradation of PHCs will, however, be achieved 50% by 1990.

(c) and (d) In order to attract doctors to rural areas, the Conference recommended that attractive incentives such as rural allowance, house rent allowance, free quarters and other amenities be provided.

Reservation in postgraduate admission may be provided for the in-service candidates who have put in stipulated rural service.

#### Medical Research in Various Diseases

1570. SHRI MOOL CHAND DAGA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) in which diseases medical research has been conducted so far along with names of the centres ;

(b) how many of the scientific papers published found a place in the Scientific journals abroad during the last two years ; and

(c) the expenditure incurred annually on import of medical journals from abroad for hospitals and research centres and on country's own publications in this respect.

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE):

(a) Although research in some form or the other is being carried out in all diseases/ disciplines, the ICMR in the recent past has identified certain priority areas of research in consonance with the National Health Policy and the new 20 point programme of the Prime Minister. The priority areas of research are the following :—

(1) Communicable diseases like Tuberculosis, Leprosy, Malaria,

Filariasis, Cholera and other Enteric Diseases, Viral Diseases etc. As part of this, Vector Control is also being studied.

(2) Contraception and diseases pertaining to Reproduction.

(3) Nutritional dis-orders.

(4) Non-Communicable Diseases such as Cardio-Vascular Diseases, Cancer, Mental Disorders, Eye Disorders, Metabolic disorders.

(5) Environmental Health ;

(6) Basic Research ;

The Council has established Permanent Institutes to carry out research in mission-oriented areas in most of the priority areas. In addition the Council has established Regional Medical Research Centres in different geographical areas to carry out research in health problems unique to the regions.

Apart from the intra-mural research referred to above, the ICMR is also supporting extra-mural research in non-ICMR Institutes (Medical Colleges, Universities etc.) through ad-hoc research schemes and fellowships. Further major programmes have been undertaken on specific subjects through Centres of Advanced Research located in Non-ICMR Institutes and also through National Multi-centric Collaborative studies formulated by the Task Forces Programmes. This exercise also involves priority areas as indicated above.

(b) The number of scientific papers published by Indian authors in foreign journals based on ICMR funded research is given below for the years 1982-83 and 1983-84 respectively :—

Year	Total	Percentage
1982-83	104/218	47.7%
1983-84	109/194	56.19%

The figures for 1984-85 as well as for 1985-86 are being collected.

(c) As there is no ban on import of medical journals from abroad, different institutions and the States import the medical journals on their own. No monitoring system exists for obtaining information in this regard. However, the information available with the Ministry of Health in regard to CLTRI, Chinglepattu and National Medical Library is given below :—

*Expenditure Incurred for (in Rs.)*

Foreign Journals		Indian Journals	
1985-86	1986-87	1985-86	1986-87
<b>CLTRI</b>			
44890.32	51973.70	853.35	—
<b>NML</b>			
Rs. 30,16,275.00/—		Rs.20,000/—	
per annum		per annum	

**Foreign Students and their Tests for Aids**

**1571. SHRI MOHANBHAI PATEL :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government have carried out AIDS Virus tests for all foreign students in India ;

(b) the total number of such students in the country at present and their number State-wise ;

(c) the number of students who were detected with AIDS ; and

(d) the steps taken to ensure that this dreaded virus does not spread amongst the Indian students who frequently mix up with their foreign counterparts ?

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

(b) to (d) Instructions were issued very recently that all new foreign students enrolling for various courses during the current academic year should undergo a health check-up, including a test HIV

antibody testing. This programme has just been initiated. So far, out of the students screened none have been found to have AIDS disease. However, AIDS infection has been detected in one case.

AIDS virus does not spread through casual social contact among college students. Global studies undertaken so far indicate that homo or hetero-sexual promiscuity, especially anal intercourse and shared unsterilised syringe use by intravenous drug addicts as two major factors associated with spread of AIDS. The health educational activities already undertaken are expected to educate the college students apart from others, to avoid the pitfalls indicated above.

**Blind Persons and Donation of Eyes to Eye Bank**

**1572. SHRIMATI PRABHAWATI GUPTA :** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the number of blind persons in the country. State-wise ;

(b) the number of people who donated their eyes to the Eye Bank till date, State-wise ; and

(c) the number of persons who got new life after getting eyes during the last three years ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) :** (a) According to the Survey carried out by I.C.M.R. in 1971-73, there are 9 million blind in India. State-wise figure for the blind as per subsequent survey carried out by the National Sample Survey Organisation in 1986 is given in statement-I.

(b) 2617 persons have donated their eyes during 1985 and 1962 persons have donated their eyes during 1986 (upto August, 1986) as per available reports. State-wise figures are given in statement-II.

(c) This information is not monitored under the Programme at present.



## Statement-I

*Table (3.1.1) : Estimated number (per 1,00,000) of persons having visual disability by sex for each State and Union-Territory of rural and urban areas*

STATE	RURAL			URBAN		
	male	female	persons	male	female	persons
1	2	3	4	5	6	7
Andhra Pradesh	622	920	769	323	534	426
Assam	194	184	190	158	178	168
Bihar	359	683	518	247	346	291
Gujarat	414	553	481	206	284	244
Haryana	502	561	530	525	417	473
Himachal Pradesh 2/	447	352	398	532	111	348
Jammu & Kashmir	270	222	248	174	104	141
Karnataka	445	749	593	218	418	315
Kerala	219	291	255	228	377	303
Madhya Pradesh	348	630	484	203	424	303
Maharashtra	407	654	528	222	406	307
Manipur 1/2/	239	158	203	57	80	68
Meghalaya 1/2/	251	251	251	205	65	139

1	2	3	4	5	6	7
Nagaland 2/		No Rural Sample		32	42	36
Orissa	604	908	758	458	552	501
Punjab	662	796	727	386	357	373
Rajasthan	478	796	635	257	510	976
Tamil Nadu	469	661	565	550	624	637
Tripura 2/	574	597	585	358	436	395
Uttar Pradesh	538	802	664	273	538	394
West Bengal	335	397	364	205	235	219
Chandigarh 1/2/	71	291	143	177	48	111
D & N Haveli 1/	341	295	318		No Urban Area	
Delhi 1/	302	561	419	120	247	173
Goa, Daman & Diu 1/2/	502	400	451	191	242	216
Mizoram 2/	240	210	226	31	165	95
Pondicherry 1/2/	635	994	814	1377	1142	1259
All India	444	670	553	294	425	356

1/Less than 1000 households surveyed in rural areas.

2/Less than 1000 households surveyed in urban areas.

**Statement-II**

<b>A—STATE</b>	<b>Eye donated by persons during 1985.</b>	<b>Eyes donated to persons during 1986 (upto Aug., 1986)</b>
(1)	(2)	(3)
1. Andhra Pradesh	173	64
2. Assam	1	—
3. Bihar	208	139
4. Gujarat	40	144
5. Haryana	—	—
6. Himachal Pradesh	—	—
7. J. & K.	—	—
8. Karnataka	15	96
9. Kerala	122	111
10. Madhya Pradesh	330	98
11. Maharashtra	705	550
12. Manipur	—	—
13. Meghalaya	—	—
14. Nagaland	—	—
15. Orissa	179	12
16. Punjab	—	—
17. Rajasthan	105	95
18. Sikkim	—	—
19. Tamil Nadu	40	39
20. Tripura	—	—
21. Uttar Pradesh	330	408
22. West Bengal	106	24
<b>Total (A)</b>	<b>2354</b>	<b>1780</b>
<b>B.—U.Ts. with Legislature</b>		
1. Arunachal Pradesh	—	—
2. Goa, Daman & Diu	—	—
3. Mizoram	—	—
4. Pondicherry	—	—
<b>Total (B)</b>	<b>—</b>	<b>—</b>

(1)	(2)	(3)
<b>C.—U.Ts. without Legislature</b>		
1. A. & N. Islands	—	—
2. Chandigarh	28	25
3. Dadra & Nagar Haveli	—	—
4. Delhi	235	157
5. Lakshadweep	—	—
<b>Total (c)</b>	<b>263</b>	<b>182</b>
<b>Grand Total :—</b>	<b>2617</b>	<b>1962</b>

**Shortage of Anti-Rabies drugs and Deaths due to Rabies**

1573. SHRIMATI PHABHAWATI GUPTA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that there is a shortage of anti-rabies drugs in the country;

(b) the number of people died due to this during the last three years; and

(c) the steps taken by Government for availability of these drugs ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : (a) Some States have at different points of time reported temporary shortage of anti-rabies vaccines and anti-rabies serum.

(b) The number of reported deaths due to rabies in India during the years 1983, 1984 and 1985 is 663, 722 and 687 respectively.

(c) The vaccine manufacturing units in the country have been asked to augment their production.

**Books Published by National Book Trust**

1574. DR. A K. PATEL : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the value of books published by the National Book Trust during the last three years;

(b) the value of the books in stock with the Trust at present; and

(c) the total profit and loss of the Trust during the last three years ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : (a) The value of books published by the Trust during the last three years is as under :

*April 1983—March 1984*

Rs. 30.28 lakhs

*April 1984—March 1985*

Rs. 44.15 lakhs

*April 1985—March 1986*

Rs. 42.04 lakhs

(b) The value (gross) of books lying with Trust's stock as on 31.3.86 is Rs. 110 lakhs.

(c) The Trust is a non-commercial organisation not working on profit and loss basis. Position of Income and Expenditure account of the Trust during the last three financial years is as under :

1983-84 *Excess of income over expenditure*

Rs. 16,45,040.02

1984-85 *Excess of expenditure over income*

Rs. 11,55,276.91

1985-86 *Excess of income over expenditure*

Rs. 31,10,037.15

US \$ 52.00

DM 1,821.60

**Trains Cancelled in Gujarat during Rainy Season**

1575. SHRI AMARSINH RATHAWA : Will the Minister of RAILWAYS be pleased to state :

(a) whether many train services had been cancelled in Western Railway during the last rainy season;

(b) if so, the number of trains cancelled in Gujarat during 1986;

(c) the reasons for cancellation of trains in rainy season every year in Western Railway and particularly in Gujarat; and

(d) the steps being taken to avoid such cancellation in future ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Yes Sir. certain trains were cancelled due to floods and breaches,

(b) Four trains in June, 1986 and eighteen trains in July, 1986 were cancelled during monsoon period.

(c) and (d) Trains are cancelled and regulated when Railway lines are breached or rendered unsafe for passage of trains due to very heavy rains and floods. Necessary precautionary measures like providing additional water-ways wherever required and providing stone pitching on the slopes of embankments are taken to avoid breaches.

**Irrigation Projects of Gujarat**

1576. SHRI AMARSINH RATHAWA : Will the Minister of WATER RESOURCES be pleased to state :

(a) the number of medium and major irrigation projects sanctioned for Gujarat during the Sixth Five Year Plan;

(b) the number of irrigation projects completed by the end of Sixth Five Year Plan; and

(c) the number and details of irrigation projects still under construction in Gujarat and by when these are likely to be completed ?

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

(a) and (b) 2 major and 11 medium irrigation projects were considered acceptable by the Planning Commission during the Sixth Plan period. 7 major and 71 medium projects were completed upto the end of the Sixth Plan. Information relating to minor irrigation projects is not maintained at the Centre since these projects fall entirely within the purview of the State Government.

(c) 10 major and 82 medium irrigation projects with a total spill-over cost of Rs. 4983.61 crores are under construction. Out of these 5 major and 76 medium projects are likely to be completed during VII Plan period.

**Rise in Polio cases State-wise**

1577. PROF. RAMKRISHNA MORE : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the estimated annual percentage of rise in the polio incidents in the country, State-wise; and

(b) the reasons for the unsatisfactory achievements of the immunisation programme?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE): (a) Actually, there is a decrease of Poliomyelitis cases during 1984 and 1985, as compared to 1982 and 1983. But there was a slight increase in cases during 1985, as compared to 1984, which might be due to the increased awareness of the disease and, detection of cases. The number of

cases of Poliomyelitis reported to the Central Bureau of Health Intelligence (CBHI) by the Medical Institutions during the past four years is as under :—

Year	Cases
1982	— 21469
1983	— 21310
1984	— 18040
1985	— 19733

The above given figures reflect only the reported cases by the various Medical Institutions. The percentages increase/decrease of Poliomyelitis cases for 1984 and 1985 in the different States/UTs are shown in the statement given below.

#### Statement

*Reported No. of cases due to Polionylitis-State-wise in India—1984 & 1985*

State/UT	Year 1984	Year 1985	% age incr- ease corres- ponding period	% age decr- ease corres- ponding period	Remarks
Andhra Pradesh	1979	652		203.06	
Assam	170	46		269.56	
Bihar	51	119	57.1		
Gujarat	429	1012	57.6		
Haryana	56	30		86.7	
Himachal Pradesh	316	316	0.94		
Jammu & Kashmir	147	256	42.58		
Karnataka	2496	1709		46.05	
Kerala	330	122		170.5	
Madhya Pradesh	1699	2122	19.93		
Maharashtra	1816	1463		24.13	
Manipur	21	+	+	+	

1	2	3	4	5
Meghalaya	=	6	100.0	
Nagaland	19	+	+	+
Orissa	1119	981		14.07
Punjab	1110	1274	12.87	
Rajasthan	1909	2969	28.46	
Sikkim	—	3	100.00	
Tamil Nadu	639	792	19.3	
Tripura	54	1271	95.75	
Uttar Pradesh	467	2646	82.35	
West Bengal	306	+	+	
A & N Islands	—	—	—	—
Arunachal Pradesh	5	+	+	
Chandigarh	13	17	23.53	
D & N Haveli	8	2		300.0
Delhi	2582	2010		28.46
Goa	19	4		375.0
Lakshadweep	1	—		100.0
Mizoram	3	53	94.3	
Pondicherry	279	147		89.8
India Total	18040	19733	8.57	

1. Data is incomplete, provisional and not comparable due to ill defined coverage.

2. Data relates to the patients treated in Medical Institutions only.

— = Nil, + = Not received.

(b) In the early years, that is, before the commencement of the Expanded Programme of Immunization (1978-79) and, lately the Universal Immunization Programme (1985-86), there was no regular programme, as such for providing immunization against Poliomyelitis. Further, in the beginning years, the Programme did not pick up as expected due to poor infrastructure, including cold chain and, for want of trained manpower. These deficiencies are being made up and, the Programmes are doing well now.

#### Sinking of main Canal of Madhya Ganga Project

1578. PROF. RAMKRISHNA MORE : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether it is a fact that embankments of the 115 Kilometre main canal of Madhya Ganga Project have been sinking endangering a number of villages along the bank;

(b) whether Government have made any study to know the causes thereof; and

(c) if, so, the details thereof and the measures taken by Government to save the embankment which is endangering the villages ?

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

(a) to (c) There has been no sinking of the embankment. However, the Uttar Pradesh Government have reported that a settlement of 15 to 20 Cms. was noticed in a length of about 50 metres in the embankment constructed across an old course of a drain at Km. 103 of main canal. No danger to the embankment and the villages nearby is apprehended as the embankment has been built with necessary core walls to safeguard against any seepage/breach.

#### **Critical Evaluation of Maintenance wing of Airlines**

**1579. PROF. RAMKRISHNA MORE :** Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether Government have made any critical evaluation of the maintenance wing of the airlines after the failure of the Prime Minister's aircraft on his return journey after attending the London Summit;

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

(c) the disparities, if any, with regard to the incentives and facilities offered by Government to the staff of Development and Maintenance Wings for the career prospects stating the reasons for the disparities ?

**THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYLER) :** (a) to (c) The Government appointed a Committee under the Chairmanship of Air Marshal C.K.S. Raja, Chairman, National Airports Authority in this regard. The report of

the Committee has been accepted by Government and action is being taken thereon.

#### **New 'Multi-Change' Ticket in DTC Buses**

**1580. SHRI SRIBALLAV PANIGRAHI :** Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Delhi Transport Corporation has decided to introduce a new 'multi-change' ticket to reduce the financial burden on commuters travelling by more than two buses in the Capital; and

(b) if so, the details thereof ?

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

(b) The Corporation has introduced a multi-change ticket costing Rs. 1.50P per ticket w.e.f. 1.11.1986 on trial basis for one month. This ticket will permit two bus change-overs and will be valid for maximum two hours during which the commuter will have to undertake his journey.

#### **Computerisation with the help of I.B.M., U.S.A.**

**1581. SHRI BASUDEB ACHAKIA :  
SHRI SAIFUDDIN CHOWDHARY :  
SHRI AMAL DATTA :  
SHRI MUKLI DEORA :**

Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Rs. 1100 crore railway information computerisation programme is being given to the IBM of USA instead of ECIL of India;

(b) if so, the reasons for such a decision;



(c) how this decision is going to help the railways in terms of money and efficiency; and

(d) whether it would help in development of indigenous computerisation system ?

**THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** (a) No, Sir. A decision was taken in 1982 on the type of computer to be utilised for the Central System of the Freight OIS project. This envisaged that the Central System computer could be either an IBM or an IBM-compatible computer manufactured by any other company. The tender which was floated for this has not yet been finalised. In regard to the seven zonal computer systems, no decision has yet been taken about the type of computer to be procured.

(b) Does not arise.

(c) Does not arise.

(d) Does not arise.

**Central Investment on the Development of Nhava Sheva Harbour**

**1582. SHRI UTTAM RATHOD :** Will the Minister of SURFACE TRANSPORT be pleased to state the Central investment so far made on the development of Nhava Sheva harbour ?

**THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) :** Upto September, 1986, an amount of Rs. 81.97 crores has been incurred on Nhava Sheva Port Project. Out of this, an amount of Rs. 10 crores has been provided by the Central Government by way of loans and the balance of Rs. 71.97 crores has been met by the Port Trust from out of loans taken from Bombay Port Trust.

**Recommendations of Lakshminarayanan Committee on Sethusamudaram Project**

**1583. SHRI UTTAM RATHOD :** Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the recommendations of Lakshminarayanan Committee which studied the feasibility of Sethusamudaram Canal Project;

(b) the action taken thereon;

(c) whether it was admitted on the floor of Lok Sabha in 1981 by the then Defence Minister that Sethusamudaram Project is of strategic and defence importance; and

(d) if so, the reasons for the delay in implementing the Project ?

**THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) :** (a) The Committee under the Chairmanship of Late Shri Lakshminarayanan in its report in April, 1983 had recommended the construction of a Ship canal for 30 loaded draft vessels at an estimated cost of Rs. 282 crores.

(b) The matter was examined by Govt. At the time of formulation of the VII Plan, no provision has been made for the Project.

(c) Information is being collected.

(d) The position has been explained in 'b' above.

**Better Facilities for Mountaineers and Trekkers**

**1584. SHRI SUBHASH YADAV :**  
**SHRI DHARAM PAL SINGH MALIK :**  
**SHRI M. RAGHUMA REDDY :**

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

(a) whether the leading mountaineers and trekkers during the 4th Himalayan Mountaineering and Tourism meeting have demanded better facilities to the trainees;

(b) if so, the details thereof; and

(c) the action taken by Government thereon ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) The Indian Mountaineering Foundation have indicated that no such demand was made.

(b) and (c) Does not arise.

**Survey for Railway Line between Kolhapur and Ratnagiri**

1585. SHRI HUSSAIN DALWAI : Will the Minister of RAILWAYS be pleased to state :

(a) whether any study was undertaken for a railway line between Kolhapur and Ratnagiri in Maharashtra;

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

(c) if not, the reasons therefor ?

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

(b) Does not arise.

(c) Railways are facing severe constraint of resources and have heavy commitments on hand for New Lines.

**Inadequate Facilities for handling Live Cargo at Delhi Airport**

1586. SHRI HUSSAIN DALWAI : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it is a fact that cargo handling facilities at Delhi airport are inadequate, particularly in respect of live cargo, like birds;

(b) whether it is also a fact that recently about 200 parrots were found dead at the said cargo office; and

(c) the steps proposed to be taken to ensure that such instances do not occur again ?

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

(b) No, Sir.

(c) Adequate facilities already exist at the Indira Gandhi International Airport for proper handling of live cargo.

[*Translation*]

**Construction of Railway Lines in Madhya Pradesh**

1587. SHRI MAHENDRA SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) the average of Railway track per Sq. KM State-wise alongwith the average for the country as a whole; and

(b) whether Government propose to give clearance for construction of Jagdalpur-Dallirajhara railway line ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) A statement is given below.

(b) Approval of the project will be considered on completion of survey for the whole line and examination of survey report.

## Statement

Sl. No.	Name of State	Route kilometre per sq. km. of area
(1)	(2)	(3)
1.	Andhra Pradesh	.018
2.	Assam	.030
3.	Bihar	.031
4.	Gujarat	.028
5.	Haryana	.034
6.	Himachal Pradesh	.005
7.	Jammu and Kashmir	.0003
8.	Karnataka	.016
9.	Kerala	.024
10.	Madhya Pradesh	.013
11.	Maharashtra	.018
12.	Manipur	..
13.	Meghalaya	..
14.	Mizoram	..
15.	Nagaland	.001
16.	Orissa	.013
17.	Punjab	.042
18.	Rajasthan	.016
19.	Sikkim	..
20.	Tamil Nadu	.030
21.	Tripura	.003
22.	Uttar Pradesh	.030
23.	West Bengal	.042
UNION TERRITORIES		
1.	Andman Nicobar Island	..
2.	Arunachal Pradesh	..
3.	Chandigarh	.096
4.	Delhi	.113
5.	Dadar Nagar Haveli	..
6.	Goa-Daman-Diu	.021
7.	Lakshdweep	..
8.	Pondichery	.055
All India		.019

**Profit earned by Vayudoot Services**

1588. **SHRI MAHENDRA SINGH :**  
Will the Minister of **CIVIL AVIATION** be pleased to state :

(a) the type and number of aeroplanes with the Vayudoot Service and the passenger carrying capacity of each of the aeroplanes and details of profit or loss in respect of this service ;

(b) whether preference for starting this service will be given to these areas where profit is guaranteed ; and

(c) whether it is proposed to start this service from Neemuch city in Madhya Pradesh which is having an airport and is the headquarter of Central Reserve Police Force and there is no possibility of any loss ?

**THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) :** (a) The details of the type, number and the passenger carrying capacity of the aircraft in the fleet of Vayudoot are as follows :

Type of aircraft	Number of aircraft	Passenger carrying capacity of each aircraft
Dornier 228-200	10	19
F—27	2	44
HS—748	2	48

The performance of Vayudoot during the last three financial years was as follows :

1983-84

1984-85

1985-86

(in lakhs of rupees)

(+) 2.76

(+) 12.57

(—) 60.00 (estimated)

(b) While economic viability of operations is one of the criteria adopted by Vayudoot for selection of stations, it is not the sole criteria. Vayudoot, has also to connect places that are inaccessible and are important from the point of view of tourism and commerce.

(c) There are at present no plans to connect Neemuch city with Vayudoot services.

**Central School in Uttar Pradesh**

1589. **SHRI HARISH RAWAT :**  
**SHRI RAJ KUMAR RAI :**

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

(a) the number of the Central Schools in different States and whether these schools have been opened keeping in view the average number of Central Government employees working in each of these States ;

(b) if so, whether it is a fact that the number of these schools in Uttar Pradesh is far less than the number of Central Government employees working in the State ;

(c) if so, whether to remove this anomaly more Central Schools will be opened at all such places in Uttar Pradesh for which proposals have been received by the Ministry ; and

(d) if so, the number and place of the schools to be opened every year in the State ?

**THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO):** (a) to (d) The number of Kendriya Vidyalayas (Central Schools) in different States and Union Territories is given in the statement given below.

**Statement**

*Statement Showing the Number of Kendriya Vidyalayas in Different States/Union Territories*

S. No.	Name of the State/UT.	Total number of Kendriya Vidyalayas
1.	Andhra Pradesh	32
2.	Assam	35
3.	Bihar	40
4.	Gujarat	27
5.	Haryana	15
6.	Himachal Pradesh	11
7.	Jammu & Kashmir	21
8.	Karnataka	23
9.	Kerala	19
10.	Madhya Pradesh	56
11.	Maharashtra	40
12.	Manipur	4
13.	Meghalaya	5
14.	Nagaland	3
15.	Orissa	17
16.	Punjab	31
17.	Rajasthan	36
18.	Sikkim	1
19.	Tamil Nadu	25
20.	Tripura	4
21.	Uttar Pradesh	83
22.	West Bengal	35

*Union Territories*

1.	A & N Islands	2
2.	Arunachal Pradesh	6
3.	Chandigarh	6
4.	Delhi	28
5.	Goa, Daman & Diu	4
6.	Pondicherry	1
7.	Mizoram	1

Kendriya Vidyalayas are opened at places having sizeable concentration of transferable Central Government employees including Defence and Para-Military personnel. They are also opened in the campuses of public sector undertakings and institutions of higher learning, which desire to have these Vidyalayas and agree to meet the entire recurring and non-recurring expenditure. They are not opened on the basis of average number of Central Government employees working in a State/Union Territory. At present there are 83 Kendriya Vidyalayas in Uttar Pradesh, which is the largest number in any State. There is no fixed quota of Kendriya Vidyalayas earmarked for any particular State. Opening of Kendriya Vidyalayas and their locations depend upon the number of mature proposals fulfilling all the prescribed norms and the budget provision available for opening new Kendriya Vidyalayas.

**W.H.O. Report on Quantity of Tar and Nicotine in Indian Cigarettes**

1590. **SHRI HARISH RAWAT:** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether according to a survey made by World Health Organisation, the quantity of Tar and Nicotine in the cigarettes manufactured in India is more than that available in cigarettes manufactured in developed countries; and

(b) if so, the percentage of quantity thereof in the cigarettes manufactured in this country as compared to that of different countries and the steps proposed to be taken by Government to reduce it?

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

(b) The percentage of tar and nicotine in the cigarettes manufactured in this country as compared to different countries is given in the enclosed given below.

The Government is actively considering a comprehensive programme against tobacco-use in the country.

## Statement

*Ranges of tar and nicotine yields of commercial Cigarettes  
from selected locations*

Location	Tar		Nicotine		No. of Samples
	mg./cig. median		mg./cig. median		
Austria	6—36	19	0.2—2.7	0.9	27
China	21—33	26	0.7—1.2	0.9	10
France	15—44	23	0.6—2.2	1.3	10
Germany, Federal Republic	2—25	14	0.2—1.5	0.8	18
Hong Kong	1—32	19	0.1—2.6	1.2	47
India	21—38	27	1.1—2.0	1.5	16
Indonesia	18—55	36	0.8—2.8	1.7	20
Israel	9—26	21	0.6—1.3	0.9	10
Italy	14—36	23	0.4—2.2	1.1	23
Japan		15.9		1.05	
		15.6		1.02	
Kenya	16—32	23	1.0—3.4	1.7	15
Philippines	22—44	32	0.8—2.3	1.4	64
Scotland	9—33	18	0.7—2.4	1.4	11
Singapore	13—24	20	0.8—1.6	1.3	14
South Africa	12—39	28	0.5—2.4	1.7	68
U K	17—28	21	0.9—1.8	1.1	6
USA	1—27	14	0.1—1.8	1.1	32
USSR	21—31	25	1.3—1.9	1.6	17

Source : Tobacco Smoking, Iarc Monography Volume 38, 1986.

[English]

**Celebration of 125th Birth Anniversary  
of Madam Bikaji Rnovam Came**

**1591. DR. PHULRENU GUHA :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government have any proposal to celebrate the 125th birth anniversary of Madam Bikaji Rnovam Came ;

(b) if so, the details thereof ; and

(c) if not, the reasons therefor ?

**THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) :** (a) No, Sir.

(b) and (c) Do not arise.

**New Strategy for Development of  
Minor Irrigation**

**1592. SHRI BANWARI LAL PUROHIT :** Will the Minister of WATER RESOURCES be pleased to state :

(a) whether there is a proposal under the consideration of Government to adopt a new strategy to give an impetus to the development of minor irrigation in the country ;

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

(c) the steps Government have so far taken for the effective implementation of the new strategy in the country ?

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

(b) and (c) Does not arise.

**Orders to Birla Units for Manu-  
facturing Wagons**

**1593. SHRI RAM BHAGAT PASWAN :** Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that the Railways have placed maximum number of orders for manufacturing wagons to the units of Birlas ; and

(b) if so, the reasons thereof and the details of orders placed during the last three years, unit-wise ?

**THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** (a) The maximum orders for manufacturing wagons placed on any single company during the last 3 years have been the orders placed on M/s. Burn Standard Co. Ltd., which is a Public sector undertaking, and not on any of the private sector companies manufacturing wagons.

(b) Does not arise-

**Doubling of Track Between Jammu-  
Tawi and Jalandhar**

**1594. PROF. NARAIN CHAND PARASHAR :** Will the Minister of RAILWAYS be pleased to refer to the reply given to the Unstarred Question No. 3593 dated 16 August, 1984 regarding doubling of track between Jammu-Tawi and Jalandhar and state :

(a) whether the Report for the doubling of the track between Jammu-Tawi and Jalandhar city has since been received and examined by the Railway Board ;

(b) if so, the outcome of the examination and whether it is justified on the basis of traffic offered on the section ;

(c) if so, the decision taken by the Board to double the track ; and

(d) if no decision has been taken so far, the likely date by which the decision will be taken ?

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

(b) to (d) Do not arise.

**National School Health Programme**

1595. **PROF. NARAIN CHAND PARASHAR:** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) the names of 100 Primary Health Centres of the country where a 100 per cent Centrally sponsored Schools Health Services Scheme had been introduced in the year 1984-85, State-Wise .

(b) whether the scheme has since been extended to other Primary Health Centres in the country during 1985-86 and 1986-87 ;

(c) if so, the details thereof, State-wise ; and

(d) the likely date by which the objective of having a National School Health Programme would be achieved so as to cover the entire country ?

**THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHA-PARDE) :** (a) A Statement showing the State and district-wise names of PHCs is given below.

(b) No.

(c) Does not arise.

(d) The National School Health Programme will be implemented in the country after evaluation of the present experimental Pilot Project functioning in 100 PHCs.

**Statement**

*National School Health Services Scheme State and District-Wise  
List of 100 PHCs (Block) 1985-86*

S. No.	States	Districts	PHCs.
1.	Andhra pradesh	1. Srikalulum 2. Bangareddy	1. Dontbai 2. Podur 3. Shamirpeta 4. Dome 5. Maheshwaram 6. Hayatnagar
2.	Assam	1. North Cachar Hills	1. Mabur 2. Gunjung 3. Lanting
3.	Bihar	1. Palamu 2. Santhal Pargana	1. Gartwa 2. Jharnundi (Boari Jore) 3. Hariharganj 4. Ghodhewa 5. Dumka 6. Pore-Jore



4. Gujarat	1. Rajkot	1. Kuvadva 2. Padhadhari 3. Maliya Miyana 4. Momta 5. Kotda Sanghani
5. Haryana	1. Mohindergarh 2. Rohtak	1. Bawal 2. Kiloj
6. Himachal Pradesh	1. Simla	1. Komarsain 2. Kotkhai
7. Jammu & Kashmir	1. Baramulla	1. Uri
8. Karnataka	1. Belgaum  2. Dharwad	1. H. Bagawadi 2. Kakkeri 3. Nandagad 4. Kittur 5. Byahatti 6. Lakkundi 7. Hanagal 8. Honnathi
9. Madhya Pradesh	1. Bilaspur 2. Raipur 3. Damoh 4. Seoni 5. Chhindwara 6. Barwani 7. Dhar 8. Jabalpur	1. Marwahi 2. Manora 3. Hindoria 4. Gopalganj 5. Amarwara 6. Niwali 7. Gandwani 8. Patan
10. Maharashtra	1. Nanded 2. Latur 3. Aurangabad	1. Wai 2. Handerguly 3. Phulambri 4. Ladsawang 5. Bazarwawa 6. Pachod 7. Adool 8. Sillod
11. Manipur	1. Manipur East	1. Lilong

12. Meghalaya	1. West Garo Hills.	1. Asanangiri
13. Nagaland	1. Tuensang	1. Shamator
14. Orissa	1. Gangam 2. Kalahandi 3. Cuttack	1. Khallikote 2. Biswanathpur 3. Berhampur 4. Belikuda 5. Rajkanida 6. Sukinda
15. Punjab	1. Ropar	1. Gharuan 2. Chamkaur Sahib 3. Kiratpur Sahib 4. Nurpur Bedi
16. Rajasthan	1. Dungarpur 2. Ajmer	1. Sagwara 2. Rupangarh 3. Srinagar 4. Jawaja 5. Pisangar 6. Bhinal 7. Kadera
17. Sikkim	1. Gangtok	1. Rangphu
18. Tamil Nadu	1. South Arcot	1. Kacbira
19. Tripura	1. Kailasabar (North Tripura)	1. Kanchanbari
20. Uttar Pradesh	1. Gonda 2. Basti 3. Meerut	1. Mankapur 2. Kaptangai 3. Bhagwanpur 4. Khardkho 5. Jani 6. Baghpat 7. Datia 8. Baraut 9. Binoli 10. Parikshi 11. Mawana 12. Daulala

	4. Lucknow	13. Gossinganj
		14. Mohanlal
		15. Bakshi-k
		16. Sarojinj
		17. Mal
		18. Kakori
21. West Bengal	1. Purulia	1. Manbazar
	2. Jalpaigri	2. Mal
		3. Kaickini
		4. Madariha
		5. Alipurdu
		6. Kumargra
		7. Jalpaigu
22. Andaman & Nicobar Island	1. Nicobar	1. Katchal
23. Arunachal Pradesh	1. Siang	1. Bamla Range
24. Mizoram	1. Chiotpuitul	1. Lawngtalai
States/Union Territories		—24
Districts		—44
PHCs		—100

**Unclaimed Gillets Imported by Minerals and Metals Trading Corporation Lying in Visakhapatnam Port**

1596. SHRI SODE RAMAIAH : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether 35,000 metric tonnes of imported gillets worth Rs. 10 crores imported by Minerals and Metals Trading Corporation, have been lying unclaimed at Visakhapatnam Port ;

(b) if so, the details thereof ; and

(c) the steps taken by the Port Authorities in the matter ?

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

(b) and (c) Do not arise.

**Indo-Soviet Sports Projects**

1597. SHRI V.S. KRISHNA IYER : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government entered into an agreement with Soviet Union to implement Indo-Soviet Rs. 10 crores Sports Project to give advance training to sportsmen in various disciplines ;

(b) if so, when will the above project be implemented :

(c) whether the sportsmen of various disciplines have been selected for advance training; and

(d) the other details regarding selection of sportsmen and place of training etc. ?

THE MINISTER OF STATE IN THE DEPARTMENTS OF YOUTH AFFAIRS AND SPORTS AND WOMEN AND CHILD DEVELOPMENT IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI MARGARET ALVA) : (a) No Sir. The two sides are exploring the possibility of upgrading the South Centre of Netaji Subhas National Institute of Sports at Bangalore into a Centre of Excellence with Soviet assistance.

(b) to (d) Do not arise.

**Consumption of Crude by Railways**

1598. SHRI V.S. KRISHNA IYER : Will the Minister of RAILWAYS be pleased to state :

(a) how much quantity of crude in tonnes has been provided to railways during 1985-86 ;

(b) the rate of consumption of diesel by railways ;

(c) whether electric transportation is economical than diesel transportation ; and

(d) if so, whether Government would consider taking up electrification of railways on a large scale ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : (a) Crude is not used as fuel in locomotives on Indian Railways. Locomotives on the Indian Railways are worked with diesel oil. As per revised estimates, during 1985-86 the provision of diesel oil for traction purposes is 1.54 million kilolitres.

(b) The rate of consumption of diesel in litres per thousand gross tonne kilometres, is as under :—

*Passenger and Proportion of mixed. (in litres)	*Goods and Proportion of mixed (in litres)	
Broad Gauge	5.10	3.46
Metre Gauge	5.84	4.39

\*based on 1984-85 figures.

(c) Electric traction on a section becomes more economical than diesel traction when the traffic density rises above the break-even level.

(d) Railways already have a plan of electrification based on traffic requirements, and availability of funds.

**Consumption of Diesel by Broad Gauge and Metre Gauge Trains**

1599. SHRI V.S. KRISHNA IYER : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that more diesel is consumed by the Broad Gauge trains in comparison to Metre Gauge trains ;

(b) if so, the ratio of diesel (in litres) consumed by Broad Gauge and Metre Gauge trains ; and

(c) keeping this in view what steps Government contemplate to save diesel ?

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

(b) and (c) The ratio of diesel consumed by Broad Gauge and Metre Gauge trains is about\*5.7. However, the consumptions of diesel on a gauge is related to the traffic carried on that gauge. The traffic hauled on Broad Gauge is approximately\*6.7 times of the traffic hauled on Metre Gauge. The dieselisation of trains, whether on Broad Gauge or Metre Gauge, is decided essentially according to the density of the traffic. The consumption of fuel, whether on Broad or Metre Gauge is, however, closely monitored with a view to effect economy and efficiency in fuel consumption.

**Zonal Branches of U.G.C.**

1600. SHRI V.S. KRISHNA IYER : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Government propose to set up Zonal branches of the University Grants Commission to decentralise its functioning, and

(b) if so, when the zonal branches would be set up ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : (a) and (b) The Government have no proposal at present to set up zonal branches of the University Grants Commission.

\*Based on 1984-85 figures.

[*Translation*]**Overbridge near Maunath Bhanjan  
Railway Station**

1601. SHRI RAJ KUMAR RAI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the proposal to construct an overbridge near Maunath Bhanjan railway Station in Uttar Pradesh, has been approved ;

(b) if so, the amount sanctioned by Government for this proposal for the year 1986-87 ; and

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

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

(b) An outlay of Rs.25 lakhs has been earmarked for the work of road over bridge near Maunath Bhanjan in the Budget of the current year.

(c) The completion of the work will depend on the completion of the approaches by the State Public Works Department.

**Funds for Conversion of Varanasi-  
Bhatni Railway Line**

1602. SHRI RAJ KUMAR RAI : Will the Minister of RAILWAYS be pleased to state :

(a) the funds allotted for the year 1986-87 for converting Varanasi-Bhatni line into Broad-Gauge line.

(b) whether this money is being utilised properly ; and

(c) the time by which the conversion work of the said line will be completed ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) (a) Rs. 1.77 crores

(b) Yes, Sir.

(c) Its completion will depend on availability of resources for Gauge Conversion projects in the coming years.

[*English*]**Karnataka's proposal to set up  
Irrigation Development Bank**

1603. SHRI G.S. BASAVARAJU :  
SHRI S.M. GURADDI :

Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Union Government have turned down the proposal of Karnataka Government with regard to establishing an Irrigation Development Bank to speed up Irrigation Projects in that State ;

(b) whether the Centre has refused to finance the rehabilitation of villagers whose land had been affected by seepage because of nearby hydel projects ;

(c) if so, the main reasons to turn down the States' proposal for establishing irrigation Bank and also to finance rehabilitation of villagers ; and

(d) whether Centre is considering a new proposal in this regard and if not, the reasons therefor ?

THE MINISTER OF WATER RESOURCES (SHRI B. SHANKARANAND) : (a) to (d) At the National Conference of Ministers of Irrigation and Water Resources held in July, 1986, the Minister for Public Works, Command Area Development and Irrigation, Government of Karnataka suggested establishment of irrigation development bank at the national level to finance irrigation projects. Irrigation projects are planned, funded and implemented by the State Governments and central assistance is given in the form of block loans and grants and is not tied to any particular scheme of development. The cost of rehabilitation of villagers affected by projects is covered by the

project estimates. The question of centre financing rehabilitation of Villagers does not arise.

#### National Water Management Project

1604. SHRI BHATTAM SRIRAMA MURTY : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether Government have taken up with the assistance of the World Bank a new project "The National Water Management Project" ; and

(b) if so, the details thereof ?

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

(a) and (b) Yes, Sir The project envisages preparation of operational plans for reliable and equitable distribution of water over the entire Command, close linkage between the cropping pattern and water distribution below the outlet and increased involvement of farmers in water distribution.

[Translation]

#### Additional Air service from Ranchi to Bombay

1605. SHRI SHIV PRASAD SAHU : Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether it is a fact that Ranchi has developed into a very big industrial town and a number of factories including Tatanagar and Chandil sponge factory have been set up around this town ;

(b) whether Government propose to introduce an additional air service from Ranchi to Bombay ; and

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

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

(b) and (c) At present Indian Airlines has no proposal to introduce additional air service from Ranchi to Bombay. Passengers desirous of travelling from Ranchi to Bombay have convenient connection at Patna on Indian Airlines B-737, four days a week, Flight No. IC-295 (Calcutta-Patna-Ahmedabad-Bombay).

#### Survey of New Railway Line from Ranchi to Hazaribagh-Koderma

1606. SHRI SHIV PRASAD SAHU : Will the Minister of RAILWAYS be pleased to state whether survey work for laying another new broad gauge line from Ranchi to Hazaribagh-Koderma has been completed and if so, the results thereof ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Yes, Sir. An Engineering-cum-Traffic survey of three segments of rail line from Ranchi to Giridih via Hazaribagh and Koderma (294 Kms) has been carried out. The estimated cost of the project is Rs. 262.47 crores and it is financially unremunerative.

[English]

#### Subanshiri Hydro Project

1607. SHRI ABDUL HAMID : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether it is a fact that a sum of Rs. 400 crores has been sanctioned for Subanshiri Hydro Electric Project prepared by the Brahmaputra Board ;

(b) whether it is a fact that the Arunachal Pradesh Government has not yet given clearance for the execution of the work ; and

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

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

(b) and (a) The Project is still under examination from techno-economic angle as well as from forest, environment and ecological angles by the concerned Ministries/Departments of the Central Government and has not yet been formally referred for clearance to the Arunachal Pradesh Government.

[Translation]

**Declaration of Ancient Monuments as Religious Places**

1608. SHRI KALI PRASAD PANDEY : Will the Minister of HUMAN RESOURCES DEVELOPMENT be pleased to state :

(a) the number of ancient monuments declared as religious places since 1985-86 to date and number of such monuments where restrictions have been imposed; and

(b) whether offering of 'namaz' in the historical ruins of Ferozeshah Kotla is prohibited and if so, since when and if not, the reasons therefor ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : (a) None, Sir.

(b) Yes, Sir. Since 1913 when the monument Kotla Firoz Shah was declared as a protected monument at which point of time the mosque was not in worship.

**Preservation of Archaeological Monuments and Manuscripts**

1609. SHRI KALI PRASAD PANDEY : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) the annual expenditure being incurred on the maintenance and preservation of important archaeological places and ancient manuscripts by the Archaeological Survey of India ;

(b) whether Government propose to take effective steps to improve the dilapidated condition of these archaeological places after getting them inspected/surveyed by an Expert Committee or a Committee of eminent Public men ; if so, when and if not, the reasons therefor ;

(c) the action taken to check smuggling of ancient idols and to improve the dilapidated condition of museum ;

(d) the financial assistance received from International Organisations for the preservation of ancient monuments during the last three years alongwith the details of its utilization ; and

(e) the details of the monuments for which grants have been sought for from international organisations during the current year and the details of the amounts granted by them ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : (a) Expenditure of Rs. 414.71 lakhs was incurred in 1985-86 and a provision of Rs. 667.60 lakhs has been made by the Archaeological Survey of India in 1986-87, for the maintenance and preservation of centrally protected monuments and sites. The Archaeological Survey of India does not maintain and preserve manuscripts except those in its Site Museums.

(b) Officers of the Archaeological Survey of India regularly inspect the monuments/sites under Central protection and draw up programmes to preserve these. Committees of Experts have been constituted, as considered necessary, for important monuments like Taj Mahal, Ajanta, Jagannath Puri to advise the Archaeological Survey of India periodically for the preservation of these monuments.

(c) Action taken to check smuggling of ancient idols in the centrally protected monuments is detailed in the statement given below. The Archeological Survey of India maintains site museums which are in sound condition.

(d) No grants have been sought from any International Organisation for the last three years for preservation of any Indian Monument.

(e) Does not arise.

#### Statement

##### *Statement Showing Action taken to Check Smuggling of Idols*

1. Armed Guards have been posted in fifteen centrally protected monuments and museums administered by the Archaeological Survey of India, in addition to strengthening of watch and ward arrangements in other monuments/sites.

2. Construction of twenty five sculpture-sheds at important sites to house loose and uncared for sculptures, their documentation and establishment of archeological site museums.

3. Promulgation of the Antiquities and Art Treasures, Act. 1972, to regulate the export trade in antiquities and art treasures; to provide for the prevention of smuggling and fraudulent dealing in antiquities; to provide for the compulsory acquisition of antiquities and art treasures for preservation at public places.

4. Creation in 1974 of a Central Investigating Unit (Antiques) in the Central Bureau of Investigation located at Delhi to investigate cases concerning theft of antiquities.

5. Maintenance of a computerised data bank of cases of theft and recoveries of certain important cultural properties (Sculptures, idols and paintings) containing information about crimes, criminals and cultural property in the C.B.I.

6. Coordination between the Central Bureau of Investigation, the Archaeological Survey of India, State Police, Customs and Checkposts for prompt reporting of crime criminals, thefts concerning cultural property and smuggling of objects.

7. Assistance of Interpol is also sought where necessary for investigation of such cases.

#### **Construction of Expressway in Uttar Pradesh, Bihar and West Bengal**

1610. SHRI KALI PRASAD PANDEY: Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether Government propose to construct any expressway in Uttar Pradesh, Bihar and West Bengal;

(b) if so, the details thereof including the total expenditure likely to be incurred thereon ; and

(c) if not, the reasons therefor ?

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

(b) Does not arise.

(c) Express Highways are provided only on very heavy traffic corridors subject to their being economically viable.

[English]

#### **Passenger Amenities at Bombay Railway Station**

1611. SHRI GURUDAS KAMAT: Will the Minister of RAILWAYS be pleased to state :

(a) the details of schemes including construction of over bridges for commuters, road overbridges for vehicular traffic and other work like opening of ticket windows, electronic indicators, improvement of station platforms that have been taken up by the Railways in Bombay last year; and

(b) the schemes that are proposed to be taken up during the next three years ?

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

(b) The schemes are finalised on year to year basis for the Annual Plan according to availability of resources.



**Ernakulam-Wellington Island Bridge  
and New Bridge Connecting Wellington  
Island and Mattanchery in Kerala**

**1612. PROF. K.V. THOMAS :** Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the progress made in the construction of Ernakulam-Wellington Island bridge in Kerala;

(b) the total cost of the bridge ;

(c) when it is likely to be opened for traffic;

(d) whether a decision has been taken to construct a new bridge connecting Wellington Island and Mattanchery;

(e) if so, the time by which the construction work is likely to be started; and

(f) the cost of the bridge ?

**THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) :** (a) The work on foundations and substructure of Ernakulam-Wellington Island bridge (Venduruthy Bridge) is at various stages of progress;

(b) work of bridge proper was awarded at a cost of Rs. 489. 00 lacs;

(c) The work on the bridge is scheduled to be completed by 1988;

(d) to (f) The need for construction of a new bridge in lieu of old Mattanchery bridge exists. A survey study on the proposed new bridge by National Transportation Planning and Research Centre has been sanctioned by the Government of Kerala in September 1985.

**Working of Transfer Cranes at  
Cochin Port**

**1613 PROF. K.V. THOMAS :** Will the Minister of SURFACE TRANSPORT be pleased to state ;

(a) the number of hours the commissioned transfer cranes at Cochin Port worked after commissioning;

(b) whether the working of the cranes is satisfactory; and

(c) if not, the reasons therefor?

**THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) :** (a) to (c) The cranes have been put to trial operations and they have been found to be working satisfactorily.

**Safety of Bridges on National Highways**

**1614. PROF. K. V. THOMAS :**

**SHRI G. DEVARAYA NAIK :**

Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the steps taken to assess the safety of bridges on National Highways ; and

(b) the number of bridges on National Highways in Kerala which are safe ?

**THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) :** (a) Recently a detailed survey of the existing condition of bridges on National Highways has been undertaken to assess their safety ;

(b) Out of the total number of 121 bridges on National Highways in Kerala ; 27 bridges are reported to be suffering from some sort of distress. Out of these 27 bridges, 12 bridges are proposed to be reconstructed, two bridges will be bypassed with the completion of Cochin bypass and the remaining 13 bridges will be repaired. However, all these bridges are in a traffic worthy condition at present.

**Airport at Lakshadweep**

**1615. PROF. K.V. THOMAS :** Will the Minister of CIVIL AVIATION be pleased to state ;

(a) when will a new Airport at Lakshadweep be constructed ;

(b) whether a regular helicopter service will be operated between Cochin and Lakshadweep ; and

(c) whether there is any proposal to have a regular flight between Lakshadweep and Cochin ?

**THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) :** (a) Airport at Agatti Island in Lakshadweep is proposed to be constructed during the year, 1987.

(b) Helicopter Corporation of India proposes to give one Helicopter on wet lease terms to the Union Territory Administration of Lakshadweep in February, 1987 subject to commercial arrangements being finalised in this behalf between the Union Territory of Lakshadweep and the Helicopter Corporation of India. The pattern of operation of Helicopter services will be decided by Union Territory Administration of Lakshadweep.

(c) Yes, Sir. There is a proposal to have a regular flight between Lakshadweep and Cochin on completion of the aerodrome and availability of other infrastructural facilities at Agatti in Lakshadweep.

#### **Help from Private Sector to Start Navodaya Vidyalayas**

**1616. SHRI N. DENNIS :** Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to State :

(a) whether Government propose to seek help of private sector in opening of Navodaya Vidyalayas in each district ; and

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

**THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) :** (a) and (b) The Navodaya Vidyalaya Scheme

envisages contributions from philanthropists and local people for setting up Navodaya Vidyalayas. It is the policy of the Government to welcome such offers of assistance and in cases where there is more than one offer for a district, to select the most suitable one. All the Navodaya Vidyalayas would however be run by the Navodaya Vidyalaya Samiti.

#### **Extension of Coromandal Express upto Kanniyakumari**

**1617. SHRI N. DENNIS :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the demand of the passengers and pilgrims for the extension of 141/142 Coromandal Express upto Kanniyakumari via Trivandrum ; and

(b) if so, whether Government propose to extend the same upto Kanniyakumari ?

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

(b) Extension of 141/142 Coromandal Express upto Trivandrum by merging it with 19/20 Trivandrum Mail was considered but the proposal did not find favour with sections of the travelling public. Two through coaches each have, however, been provided between Howrah/Durg and Trivandrum.

#### **Increasing the Frequency of Himsagar Express**

**1618. SHRI N. DENNIS :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are aware of the demand of the passengers and pilgrims for increasing the frequency of 907/908 Himsagar Express at least twice a week ; and

(b) if so, whether Government propose to increase the frequency of the train ?

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

(b) Increase in the frequency of the train is not feasible at present due to paucity of resources.

**Improvement in rail road connections to Dhanushkodi**

1619. SHRI N. DENNIS : Will the Minister of RAILWAYS be pleased to state the steps taken to improve the rail/road connections to Dhanushkodi ?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : No seteps for provision of a rail connection to Dhanushkodi are under consideration of the Ministry of Railways. A road bridge at Pamban is however under construction by the Tamilnadu State Highway Department.

**Test to Check Pregnancy**

1620. SHRI PARASRAM BHARDWAJ :

SHRI R.M. BHOYE :

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

(a) whether it is a fact that a new test which can identify a woman within 30 minutes whether she is pregnant or not is likely to come in market ; and

(b) if so, the details thereof ?

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

(b) The following kits are under trial with Indian Council of Medical Research ;

(i) G. Test Beta 250 u-i.

(ii) 'Evhtast' Monoclonal Pregnancy Test,

(iii) 'Acculone' Monoclonal Pregnancy Test.

(iv) Pregecolor (Immunological Pregnancy Detection Kit).

(v) 'Dipstick Assay' for pregnancy Test.

Preganancy test kit at Item V has been developed by the National Institute of Immunology, New Delhi whereas other test kits are of imported origin. As soon as the results of these tests are received from the ICMR regarding their feasibility for introduction in the National Family Welfare Programme in field conditions, Government will take a decision regarding their use in the F.W. Programme.

**Road under Bridge near Ajitsing Nagar**

1621. SHRI V. SOBHANADREESWARA RAO : Will the Minister of RAILWAYS be pleased to state :

(a) whether Government have received presentations regarding the need to construct road under bridge near Ajitsing-Nagar in lieu of railway level crossing on Vijayawada-Eluru railway line ;

(b) whether the Government of Andhra Pradesh has requested the Railways to take up this work in the Works Programme of Railways for 1987-88; and

(c) if so, the reaction of the Railways ?

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

(b) Yes, Sir.

(c) The proposal for construction of a road under bridge in lieu of existing level crossing near Ajitsingh Nagar is under consideration of the Ministry of Railways for inclusion in the Railways' Works Programme of 1987-88.

**Ban on Import of C.T. Scanner**

1622. SHRI V. SOBHANADREES-  
WARA RAO :  
SHRI VIJAY N. PATIL :

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

(a) whether it is a fact that C.T. Scanner (Computer Tomography X-Ray Equipment) has proved extremely beneficial as a life saving painless diagnostic tool ;

(b) whether it is also a fact that the Union Government has taken decision to ban the import of C.T. Scanner while there is great need and demand for the same in different parts of the country ; and

(c) whether Government propose to reconsider and lift the ban in the larger interest of the public and if so, when ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAN-  
PARDE) : (a) Yes.

(b) and (c) No. The Import of C.T. Scanner has not been banned. However, the usual procedure of obtaining clearance from the indigenous angle is insisted upon.

**Visit of British Study Group Regarding Scheme for Upgradation of Air Traffic Control**

1623. SHRI AMARSINH  
RATHAWA :  
SHRI CHINTAMANI JENA :

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether a study group from Britain recently visited India and prepared a scheme for upgrading of air traffic control and air navigation facilities at the International Airports in the country upto 2000 A.D. and beyond ;

(b) if so, the broad outlines of the scheme and the recommendations made by the group ;

(c) the financial package to implement the same ; and

(d) the reaction of the Government of India thereto ?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) : (a) A British team has recently carried out a feasibility study at Delhi and Bombay international airports with a view to upgrade the air traffic control and air navigation facilities-

(b) to (d) The study report submitted by the British group is being examined by the National Airports Authority at present.

**Statues of British Era in Delhi**

1624. SHRI DINESH SINGH : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state what Government propose to do with the statues of British era in Delhi ?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : The statues are in the custody of Central Public Works Department. The Department of Archaeology, Delhi Administration has a proposal to acquire them and develop an open air museum in due course.

**[Translation]**

**Enquiry Against Railway Employees after Retirement**

1625. SHRI RAM PUJAN PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) the names of those employees who retired from Western Railway between 1 January, 1984 and 31 October, 1986 and against whom inquiry has been instituted ; and

(b) the reasons for conducting inquiry against each of these employees ?

**THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) :** (a) and (b) Seven officers/staff of the Western Railway who retired between 1 January, 1984 and 31 October, 1986 are facing inquiry arising out of vigilance investigations. As the inquiries are still in progress, the names of the persons concerned and the detailed reasons thereof are not being disclosed.

[English]

**Fly-over on Liluah Railway Crossing**

**1626. SHRI HANNAN MOLLAH :** Will the Minister of RAILWAYS be pleased to state :

(a) whether Government are considering for a fly-over at Liluah Railway Crossing ;

(b) whether Government are aware that a number of accidents took place at that place ;

(c) whether Government are also aware that it is a long standing demand of the people of Howarah District ; and

(d) if so, when the said proposal would be materialised ?

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

(b) 7 minor accidents took place at the Liluah Railway Crossing in the last three years.

(c) Yes, Sir.

(d) The Railways finalise the proposals for construction of road over/under bridges in replacement of existing busy level crossings after they are sponsored by the State Government concerned with an undertaking

to bear their share of the cost. No proposal for provision of a road over bridge at Liluah railway crossing has been sponsored by the Government of West Bengal so far.

**New G.S.A. for U.K**

**1627. SHRI RAM DHAN :**

**SHRI DINESH SINGH :  
PROF. RAMKRISHNA  
MORE :**

**SHRI YASHWANTRAO  
GADAKH PATIL :**

**SHRI DINESH GOSWAMI :**

Will the Minister of CIVIL AVIATION be pleased to state :

(a) whether the Air India has decided to appoint a new General Sales Agency in London reversing its earlier decision to abolish the system of General Sales Agency as it was considered detrimental to Air India ;

(b) the capital base and the standing of the Company awarded General Sales Agency and whether it is sufficient ;

(c) the reason for reversing the earlier decision to abolish the system ; and

(d) the terms and conditions of the new General Sales Agency ?

**THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI JAGDISH TYTLER) :** (a) and (c) Yes, Sir. Air India made alternate arrangements for selling tickets through I.A.T.A. agents, after the expiry of the contract with the earlier G.S.A.

The selling arrangements through various I.A.T.A. agents did not produce the desired results.

With a view to augment revenue, Air India took a conscious decision to revert to the system of appointing a G.S.A.

(b) M/s, Gimvale Ltd. trading as Welcome Travels, has a paid up capital of U.K. \$50,000. The main Directors of this company are businessmen in U.K. and the

agency is financially sound. This company has furnished an irrevocable bank guarantee of U.K. \$ 1.2 million to Air-India.

(d) The terms and conditions of the appointment of the new General Sales Agent are based on the standard Air-India General Sales Agency format.

**Reservation for Admission in Regional Engineering College, Hamirpur (H.P.)**

1628. PROF NARAIN CHAND PARASHAR : Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state :

(a) whether Regional Engineering College, Hamirpur in Himachal Pradesh has demanded the reservation of a few seats for admission of the children of the staff in Sainik School at Sujampurthira ;

(b) if so, the decision taken in this regard and the exact number of seats allowed under such reservation to REC ; and

(c) if not, the likely date by which a decision would be taken ?

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

(b) This request has not been agreed to as it is not in keeping with the admission policy followed uniformly by all the Sainik Schools in the country.

(c) Does not arise.

**Medical Facilities to Pensioners Living in Areas not Covered by CGHS Facility in Delhi**

1629. SHRI MOOL CHAND DAGA : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether Government pensioners living in areas not covered under Central Government Health Scheme are entitled to any medical facility ; and

(b) if not, the steps proposed to provide medical facility to such pensioners ?

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

(b) At present no such proposals are under consideration to provide medical facilities to pensioners in areas not covered under Central Government Health Scheme.

**Excessive Presence of Pesticides in Fruits and Vegetables**

1630. SHRI MANIK REDDY : Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state :

(a) whether it is a fact that despite 12 legislations in force, not a single challan has been made so far for excessive presence of pesticides in fruits and vegetables ; and

(b) if so, the reasons thereof ?

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHA-PARDE) : (a) and (b) No case of excessive presence of pesticides in fruits and vegetables has been reported and hence there has been no prosecution under the provisions of Prevention of Food Adulteration Act, 1954.

12.00 hrs,

(Interruptions)

[English]

MR. SPEAKER: What is your point of order ?

SHRI BASUDEB ACHARIA (Bankura) : You have also given your consent at the time of your meeting with us that there would be a discussion on atrocities on women. In Ganjam district of Orisa, there was a gang rape on women by Police.

MR. SPEAKER : No. Achariaji, look here. There is one thing. If I just open the Pandora's box of the State subjects.

(Interruptions)

SHRI BASUDEB ACHARIA : Atrocities on women is not a State subject.

(Interruptions)

MR. SPEAKER : No. I do not think so. No. Not allowed.

SHRI BASUDEB ACHARIA : We have discussed it in the past.

(Interruptions)

SHRI INDRAJIT GUPTA (Basirhat) : There is a report that 8 girls from Bengal who were yesterday detected here by the Police were smuggled and brought here and sold to brothel keepers.

MR. SPEAKER : We have an elected Legislative Assembly and I think this question should be raised there. Those people who are responsible should be punished. I deplore this incident if it has happened. I read it. It should be taken up but I cannot discuss it here.

(Interruptions)

[English]

MR. SPEAKER : I have over-ruled it.

(Interruptions)

MR. SPEAKER : No thing goes on record.

(Interruptions)

MR. SPEAKER : What is your point of order ?

SHRI V. SOBHANADREESWARA RAO (Vijayawada) : I have given a privilege motion against the Minister for Water Resources.

MR. SPEAKER : I have already taken action.

[Translation]

(Interruptions)

MR. SPEAKER : Why are speaking so loudly ? I have already said.

[English]

SHRI S. JAIPAL REDDY : I have also tabled a privilege motion against the Minister for Water Resources because he gave a wrong reply.

MR. SPEAKER : I have already taken action.

(Interruptions)

[Translation]

MR. SPEAKER : I have already told you that there is no use of making so much noise.

SHRI MOHD. MAHFOOZ ALI KHAN (Etah) : The employees of the State Government are on strike. It is a step-motherly treatment with the State Government... (Interruptions)

[English]

MR. SPEAKER : I do not know.

[Translation]

SHRI MOHD. MAHFOOZ ALI KHAN : The employees of the Rajasthan and U.P. State Governments are on strike. (Interruptions)

[English]

MR. SPEAKER : When I am replying to an hon. Member, why are you interrupting unnecessarily and getting hoarse ?

[Translation]

(Interruptions)

SHRI MOHD. MAHFOOZ ALI KHAN : You do not listen to me.

(Interruptions)

MR. SPEAKER: I shall listen when....  
(Interruptions)

MR. SPEAKER : Please listen to me.  
(Interruptions)

MR. SPEAKER : You are again interrupting.  
(Interruptions)

MR. SPEAKER : I have requested you.....  
(Interruptions)

MR. SPEAKER : This is what I am saying.....  
(Interruptions)

MR. SPEAKER : My dear. Sir,.....  
(Interruptions)

MR. SPEAKER : You do not listen to me. You are again interrupting. I was saying.....  
(Interruptions)

[English]

MR. SPEAKER : This hon. gentleman would not listen and I am not going to allow anything to go on record. Because it is a State Subject, I am not going to touch.

[Translation]

(Interruptions)

MR. SPEAKER : I have already said that I have already taken action.

(Interruptions)

MR. SPEAKER : I have heard you. There is no use of your speaking. I have told you that I am taking action. You are forcing me to do this thing. This I cannot do.

(Interruptions)

[English]

MR. SPEAKER : Why are you unnecessarily getting excited ?

SHRI V. SOBHANADREESWARA RAO : Not unnecessarily, Sir.

(Interruptions)

MR. SPEAKER : Please sit down. Mr. Acharia, you are a leader. Don't transgress the limits. Please sit down and come to me.

(Interruptions)

MR. SPEAKER : No, you come to me. We shall see. If it is within your bounds, we can discuss.

(Interruptions)

[Translation]

MR. SPEAKER : Mr. Mohd. Mahfooz Ali Khan, you are transgressing and doing a wrong thing. I shall have to ask you to withdraw....

(Interruptions)

MR. SPEAKER : If you don't keep quiet I shall turn you out.....

(Interruptions)

[English]

MR. SPEAKER : All right. Withdraw from the House.

(Interruptions)

[Translation]

SHRI MOHD. MAHFOOZ ALI KHAN : Please listen to my request.

[English]

MR. SPEAKER : No. No question.

[Translation]

SHRI MOHD. MAHFOOZ ALI KHAN : What for do we come here if we cannot raise our point ?

[English]

MR. SPEAKER : I cannot allow, because there is a State Assembly. Nothing doing.

(Interruptions)



MR. SPEAKER : All right. Withdraw from the House. I don't want to listen to you.

\*

[Translation]

SHRI MOHD. MAHFOOZ ALI KHAN : All right, I withdraw from the House.

(SHRI MOHD. MAHFOOZ. ALI KHAN : Then left the house.

(Interruptions)

[English]

MR. SPEAKER : I don't listen. Nothing doing. This is too much.

(Interruptions)

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

(Interruptions)

MR. SPEAKER : Now. Perhaps to be laid.

(Interruptions)

[Translation]

MR. SPEAKER : Why are you talking to him ? Keep quiet please.

—————

12.07 hrs.

[English]

#### PAPERS LAID ON THE TABLE

Agricultural Price Policy—A Long Term Perspective

THE MINISTER OF AGRICULTURE (DR. G.S. DHILLON) : Sir, I beg to lay on the Table a copy of the 'Agricultural Price Policy—A Long Term Perspective' (Hindi and English versions).

[Placed in Library See No. LT 3196/86]

Annual Reports and Review on the working of Indian Railway Construction Company Limited, New Delhi and Rail India Technical and Economic Services Limited, New Delhi for the year 1985-86

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Sir, I beg to lay on the Table a copy each of the following papers (Hindi and English versions) under sub-section (1) of section 169 A of the Companies Act, 1956 :—

(1) (i) Review by the Government on the working of the Indian Railway Construction Company Limited, New Delhi, for the year 1985-86.

(ii) Annual Report of the Indian Railway Construction Company Limited, New Delhi, for the year 1985-86 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in library, See No. LT 3197/86]

(2) (i) Review by the Government on the working of the Rail India Technical and Economic Services Limited, New Delhi, for the year 1985-86.

(ii) Annual Report of the Rail India Technical and Economic Services Limited, New Delhi, for the year 1985-86 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in library See No. LT 3198/86]

Notification under Sec. 133 of the Motor Vehicles Act, 1939.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT) : Sir, I beg to lay on the Table a copy each of the following Notifications (Hindi and English versions)

under sub-section (4) of section 133 of the Motor Vehicles Act, 1939 .—

- (1) The Motor Vehicles (National permits) Amendment Rules, 1986 published in Notification No. G.S.R. 1073 (E) in Gazette of India dated the 10th September, 1986.

- (2) The Tourist Vehicles (Additional Conditions of Permit) Rules, 1986 published in Notification No. G.S.R. 1056 (E) in Gazette of India dated the 2nd September, 1986.

[Placed in Library See No. LT 3199/86]

Notification under Sec. 28 of the University Grants Commission Act, 1956

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KRISHNA SAHI) : Sir, I beg to lay on the Table a copy of the University Grants Commission (Qualifications required of a person to be appointed to the teaching staff of a university or other institutions affiliated to it) (Amendment) Regulation, 1985 (Hindi and English versions) published in Notification No. F. 193/74-(CP) (CP) in Gazette of India dated the 26th November, 1985 under section 28 of the University Grants Commission Act, 1956.

[Placed in Library. See No. LT 3200/86]

Annual Report and Review on the working of the Cancer Institute, Madras for the year 1985-86

THE MINISTER OF STATE IN THE DEPARTMENT OF HEALTH IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI SAROJ KHAPARDE) : I beg to lay on the Table :—

- (1) A copy of the Annual Report (Hindi and English versions) of the Cancer Institute, Madras, for the year 1985-86 along with Audited Accounts.

- (2) A copy of the Review (Hindi and English versions) by the Government on the working of the Cancer Institute, Madras, for the year 1985-86.

[Placed in Library, See No. LT 3201/86]

12.08 hrs.

## PUBLIC ACCOUNTS COMMITTEE

### Fifty-Seventh Report

SHRI E. AYYAPUREDDY (Kurnool) : Sir, I beg to present the Fifty Seventh Report (Hindi and English versions) of the Public Accounts Committee on Excesses over Voted Grants and Charged Appropriations (1984-85) and action taken by Government on the recommendations contained in their Seventeenth Report (Eighth Lok Sabha) relating to Excesses over Voted Grants and Charged Appropriations (1983-84).

## CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

[Translation]

Reportedly distorted version of INA trials in the T.V. Serial 'Raj Se Swaraj'.

SHRI HARISH RAWAT (Almora) : I call the attention of the Minister of Information and Broadcasting to the following matter of urgent public importance and request that he may make a statement thereon :—

"The situation arising out of public resentment against reportedly distorted version of I.N.A. trials in the T.V. serial 'Raj Se Swaraj' and the action taken by the Government in the matter."

**[English]**

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI A.K. PANJA) : 'Raj Se Swaraj' is a sponsored serial produced by Dr. Nissar Allana, an eminent theatre personality. The serial relates to some famous court trials in recent Indian History. The first part related to the trial of Bal-Gangadhar Tilak (4 episodes), the second to the trial of Mahatma Gandhi (4 episodes) and the third to the trial of INA (5 episodes). While approving the proposed serial, Doordarshan had taken into consideration the assurance of the producers that they would produce this programme after thorough research work and also with the help of persons connected with the INA. After the telecast of the first episode of the INA trial which gave the background to the trial, some representations were received that Netaji had not been properly portrayed. An enquiry was made it revealed that what had been shown in the serial was that after giving some good news to his colleagues, Netaji asked for drinks. When he saw Col. Dhillon drinking juice, he asked him the reasons to which Col. Dhillon replied that he had taken an oath that he would not touch alcohol till India attained Independence. To which Netaji replied "Bravo". Later in a subsequent scene a waiter serves juices of various types to both Netaji and Capt. Lakshmi Swaminathan. It is not a fact that I.N.A. trial was shown in a distorted version. Keeping in view, however, the feelings and sentiments expressed by a cross section of the people that the impression they got was that Netaji was taking or encouraging alcoholic drink and, therefore, he had not been properly depicted, the Doordarshan expressed regret for the same and hence it has been decided not to re-telecast this episode with the above scene in future. Further, the scene is also being deleted from the video tape even for our archival purpose. Moreover, Doordarshan has also been directed to take special care while telecasting programmes on national leaders.

SHRI ASUTOSH LAW (Dum Dum) : Sir, may I congratulate the hon. Minister

for taking immediate steps, honouring the sentiments of the people of West Bengal ?

*(Interruptions)\*\****[Translation]**

MR. SPEAKER : If you want to quarrel, you may go outside.

**[English]**

Nothing goes on record.

*(Interruptions)\*\**

MR. SPEAKER : What is happening in this House ? Please sit down. Miss Mamata Banerjee, will you take your seat ? Nothing doing. Please sit down.

Mr. Harish Rawat.

**[Translation]**

SHRI HARISH RAWAT : Mr. Speaker, Sir, the hon. Members belonging to the CPM can have objections on the discontinuance of the serial by the Hon. Minister, they may also have objection to congratulating him but they should not forget that none other than Miss Mamata Banerjee had first raised this issue in this House.

MR. SPEAKER : Mr. Rawat, you please wait for some time. The Prime Minister will make his statement.

STATEMENT RE : PRIME MINISTER'S  
VISIT TO HARARE, INDONESIA,  
AUSTRALIA, NEWZEALAND  
AND THAILAND

**[English]**

THE PRIME MINISTER (SHRI RAJIV GANDHI) : I attended the Eighth Conference of Nonaligned Countries at Harare

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\*\*Not recorded

[Shri Rajiv Gandhi]

from 1st to 7th September. It was a memorable and historic occasion. The 25th anniversary of the Movement was marked by a Special Commemorative Session recalling the signal contribution of the Nonaligned Movement to world peace and reaffirming the continuing validity of the principles and objectives enunciated by its founding fathers—Nehru, Tito, Soekarno, Nkrumah and Nasser.

Warm tributes were paid at the Summit to the memory of the former Chairperson of the Movement, Smt. Indira Gandhi. India's role, as Chairperson of the Movement, in consolidating the unity, strength and cohesion of the Movement, was highly appreciated. Our stewardship has brought to the Movement harmony and stability within, and strength and dynamism externally. Diverse and heterogeneous in composition but unified by a common commitment to freedom, peace and justice, the Movement has remained steadfast in its principles.

At Harare, we handed over the Chairmanship of the Movement to Zimbabwe. The focus of the Summit was on three of the most fundamental issues of our times—human rights in South Africa, freedom for Namibia and the right of all humanity to live in a world free from the constant threat of nuclear extinction.

The Conference adopted a special Declaration on South Africa and established a (Fund for Action For Resisting Invasion, Colonialism and Apartheid: the AFRICA Fund). The AFRICA Fund Committee is chaired by India with Zambia as Vice Chairman. The establishment of this Fund reflects the determination of our Movement to give concrete content to our solidarity with our brethren in the Frontline States and liberation movements in Southern Africa. We have commenced preparatory work on the establishment of this Fund, its work programme and the modalities of its operation. We have had intensive consultations with leaders of the Frontline States on measures to strengthen their capability to fight apartheid, to

enforce sanctions against the racist Pretoria regime and to cope with that regime's retaliatory actions. A meeting of Senior Officials of the Fund Committee will take place in Lusaka later this month. A Ministerial-level meeting will precede a Summit of Heads of State or Government of Member countries of the Fund Committee which will probably be held in Delhi. I sincerely hope this Fund will receive the full support not only of Governments within and outside the Nonaligned Movement but of all Parliaments, voluntary organizations and individuals concerned at the violation of basic norms of civilisation in South Africa and the threat to peace posed by Pretoria.

The Movement remained firm in its support to the cause of the Palestinians and resolute in the defence of the freedom, independence and sovereignty of nonaligned countries threatened by foreign intervention and interference.

The Harare Appeal on Disarmament adopted by acclamation, reflected our Movement's commitment to peace and disarmament and our concern at the growing threat to human survival. It urged the United States and the Soviet Union to take immediate steps to prevent the outbreak of a nuclear war and to agree to a moratorium on nuclear tests as a first step towards a comprehensive test ban treaty. The Summit endorsed the Six-Nation Five-Continent Initiative for Peace and Disarmament which was launched in Delhi.

The last few years have seen a deepening of the world economic crisis. An action Programme for Economic Cooperation was adopted at Harare and a Ministerial Committee set up for harmonising and coordinating action on global and economic issues. A Political Declaration reflected the Movement's consensus on most of the difficult issues confronting the world today.

The Summit was a watershed. It coincided with the 25th anniversary of the founding of the Movement. We reaffirmed our faith in the Movement and in our vision of a world community, united for peace, disarmament and development. We

wish Prime Minister Mugabe success in facing the challenges ahead and pledge him our full support and cooperation.

During the course of the Harare Summit I had the opportunity of making the acquaintance of a number of leaders and renewing my friendship with those whom I had the privilege of meeting on earlier occasions. We had a very useful exchange of views on various international issues and on strengthening our bilateral relationship with a number of countries.

I also paid official visits to Indonesia, Australia, New Zealand and Thailand from 13th to 20th October.

We share with Indonesia a common cultural heritage, a similar struggle against colonialism, and partnership in the Non-aligned Movement. My talks with President Soeharto reflected shared perceptions on major international issues. We recognized that the level of our trade and economic relations was not commensurate with our political ties. We agreed to work out longterm arrangements to add greater economic and commercial content to our relationship and to intensify interaction in the field of science and technology. We look forward to the further consolidation and strengthening of our traditional ties with Indonesia.

Our relations with Australia and New Zealand have been friendly but with little interaction in political or economic terms. Our countries belong to the Asia Pacific region but we have looked more to the West and elsewhere rather than at our own region. This process is being reversed. I hope my visits have given this process a further impetus.

I worked closely with Prime Minister Hawke within the Commonwealth at Nassau and in London to forge a consensus on sanctions against the Pretoria regime. During my visit to Australia we reviewed the progress in consolidating this consensus and building world opinion. We also reviewed our trade and economic relations and agreed that exchanges must be intensified. A Joint Business Council was established to stimulate trade and economic relations. A Science and Technology Agreement was also signed during the visit. We agreed on the

need for greater interaction on expanding our cooperation in the fields of agriculture, space, meteorology and other areas.

My talks with Prime Minister Lange during my visit to New Zealand underlined a close identity of views on many international issues and our common desire to strengthen bilateral cooperation. Agriculture and afforestation were identified as promising areas of cooperation. Agreements on Trade and the Avoidance of Double Taxation were also signed during my visit.

My brief visit to Thailand was the first ever official visit by an Indian Prime Minister. We were accorded a warm welcome in a country with which we have deep and abiding cultural links. I had interesting discussions with the King and a useful exchange of views with Prime Minister Prem. A Protocol on Science and Technology was signed during the visit. We agreed to look into the possibility of establishing a Joint Commission. I am sure that in the years to come we will realise the untapped potential for the development of our bilateral relationship with Thailand.

My visits to these four countries of South East Asia and the Pacific provided the opportunity for translating the goodwill that exists for India in this region into more substantive political relationships and expanding trade and economic cooperation. Though these visits were necessarily of a very short duration, we have good reason to be happy with their outcome.

# CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE Contd.

[English]

Reportedly Distorted Version of I.N.A. Trials in the T.V. Serial 'Raj Se Swaraj'.

SHRI S. JAIPAL REDDY : Sir, why has the statement been made so late ?

MR. SPEAKER : Order, Order.

[*Translation*]

SHRI HARISH RAWAT (Almora): On behalf of the entire House, I would like to congratulate the Hon. Prime Minister on his most successful foreign tour.

[*English*]

SHRI S. JAIPAL DEDDY : The congratulation is also belated.

[*Translation*]

SHRI HARISH RAWAT : Mr. Speaker Sir, the opposition Members of this House have an objection to our congratulating hon. Shri Ajit Panja for discontinuing the serial 'Raj Se Swaraj' which contained some distorted versions about Netaji and our freedom movement. It is a fact that as soon as hon. Shri Ajit Panja came to know that the serial 'Raj se Swaraj' was depicting some distorted facts which were hurting the feelings of the people, he immediately took effective steps. He took this decision when some of our friends from the Congress party apprised him of their views and I think he certainly deserves congratulations for this act.

SHRI AMAR ROYPRADHAN (Cooch Bihar): Whose responsibility was it?  
.....(*Interruptions*).....

SHRI HARISH RAWAT : He has certainly carried out his responsibility in an effective manner. I have not said anything wrong.....(*Interruptions*). ...

MR. SPEAKER : You address the Chair. Let him speak; he has to speak.

SHRI HARISH RAWAT : I was addressing you only. I was just seeing what reaction it had on them. Our colleague Kumari Mamata Banerjee, the hon. Member from Jadavpur, also deserves congratulations. She was the first person to raise this issue in this House. Mr. Speaker, Sir, we are also grateful to you for allowing discussion on such an important issue. The hon. Minister has tried to clarify many things in his statement. While I thank him for respecting the feelings of

the people, I regret that the statement does not treat the incident with due seriousness. It seems that the officials of the Department have presented the issue in a diluted form before the House. Through your, Sir, I want to bring it to the notice of hon. Shri Ajit Panja that on October 6,....

MR. SPEAKER : There is so much noise in the House that nothing is audible.

SHRI HARISH RAWAT : The serial 'Raj se Swaraj' shows that in Singapore Netaji raises toast after giving some good news to his colleagues. By showing one of Netaji's colleague saying that he takes only fruit juice, the serial tries to depict that Netaji asks this colleague Captain Laxmi Sehgal to have drinks. I do not want to go into any technical aspect of the issue. I want to say that this incident should not be analysed technically. Instead, it should be viewed from the angle of the sentiments of the people. Netaji Subhash Chandra Bose is our national hero and crores of people see him as an ideal man. No producer of a serial or a movie has any right to depict the lives of Netaji and other persons related with our freedom struggle in such a way that someone's feelings are hurt. It has certainly hurt our feelings and we want to convey our anguish to the Information and Broadcasting Minister.

Sir, today some people are trying to monopolise the name of Netaji. The people who in 1942 labelled Netaji as a Japanese agent and a traitor and said that he should be hanged on a roadside lamp-post, today I find that the people from that very party are trying to depict the incident as a failure of the Government to encash the name of Netaji. But I do not view this incident from a political angle and as such I am not naming any party. This was published in the news paper entitled 'Janyug' in 1942. I think that even at that time this act of theirs was deplorable.. ..(*Interruptions*)... I would not name the party whosoever it was. The distortion in depicting the life of Netaji is also despicable.

12.26 hrs.

**[MR. DEPUTY-SPEAKER in the Chair]**

I would like to request the hon. Minister to enquire into this whole episode. All T.V. serials should be scrutinised before their telecast. You have appointed some panel to scrutinise the serial's worthiness for telecast. I am surprised how that panel overlooked the scene depicting Netaji consuming liquor. Why this scene was not censored and deleted? Who is responsible for it? Are the officers at fault or the panel? What steps have you taken to take action against the guilty persons? You have not mentioned anything about it in your statement. I think, hon. Shri Panja has got my point.

Sir, there should be some prescribed qualification, standard and norms to become eligible for appointment as a member of the panel that has been set up to select serials and films. I am surprised that when you are telecasting the best possible serials and programmes, why do not you appoint such persons to this panel who are familiar with the different aspects of life? You ask them to scrutinise and select serials in a right way so that all serials depicted on television are praised. No one should be allowed to present historical facts in a distorted fashion.

I would like to know from hon. Shri Panja who are the members of this panel? What are the basis of their appointment? Have any guidelines been laid for the selection of the serials? If such guidelines have been laid, are these followed by the panel, while selecting the serials? Have these guidelines ever been violated while selecting some serial etc. and if so, what action have you taken against the persons who violated these guidelines?

Sir, I want to give one suggestion to hon. Mr. Panja. Before the serials on our national leaders and persons connected with the freedom struggle are telecast, they should at least be shown to persons like Members of Parliament, freedom fighters and other historians so that they could judge their worthiness for telecast. I would like to request you to pay attention to this suggestion.

Mr. Deputy-Speaker Sir, there is no set criterion for selecting films and serials. Very often we come across complaints through the newspapers that certain vested interests work behind the selection of the serials. Certain extra considerations influence the selection and, thus, set standards are ignored. This has been proved also. I want to know whether any enquiry has been ordered into the charges levelled regarding the selection of T.V. serials or whether any C.B.I. enquiry is going on against the concerned officers, and if so, what action has been taken against them?

Mr. Deputy-Speaker, Sir, as things stand now, the television projects middle-class mentality and conventions but the advertisements shown are highly objectionable. Some days back, at the time of the telecast of film 'Gandhi', on television, an advertisement was shown which claimed that only the name of the product was Indian and the rest was foreign. There could not be a more sarcastic comment on Gandhi who advocated so much for indigenous goods and started swadeshi movement. A film on him was being telecast and during that it was advertised that only the name of that T.V. was Indian and the rest was foreign. Similarly, it is highly objectionable that advertisements for consumer goods depict women as sex symbols. I would like to know from the hon. Minister whether there is any selection committee for the advertisements to be shown on T.V. and if so, what is its criterion or is it only money that matters? It is also noticed what effects do they create and in what sense the people grasp the message?

The hon. Minister may please clarify all these points and rectify his statement which tries to cover up the wrong-doings of some T.V. officials.

**[English]**

SHRI ANIL BASU (Arambagh) : Mr. Deputy Speaker, Sir, this statement by the hon. Minister is self-contradictory. It is most unfortunate for all of us that after 39 years of independence, we are discussing this denigration of leaders of our

[Shri Anil Basu]

freedom struggle by the most powerful media of the country and that is T.V. The T.V. serial telecast under the name of *Raj Se Swaraj* has proved beyond doubt that there is no proper study of our freedom struggle even after 39 years of independence. The Government of India has shown a very casual approach to the long-felt need of our countrymen for a comprehensive history of our freedom struggle.

Sir, in the first part of the Statement of the Minister of Information and Broadcasting, it is said :

"While approving the proposed serial, Doordarshan had taken into consideration the assurance of the producers that they would produce this programme after thorough research work and also with the help of persons connected with the INA "

Now, who is the producer ? I want to know whether the Minister has mentioned anything regarding the producer in the Statement. The Producer of the above-mentioned serial was Hindustan Levers, a multi-national company originating in U.K. Can you deny this fact ? You know Sir, the British imperialists have no respect for the leaders of our freedom struggle and that is why I will say, it is a motivated attempt on the part of the Producer to denigrate our leaders of freedom struggle. That is the main reason.

In the later part of the Statement, the Minister had admitted that. While telecasting the programme—*Raj Se Swaraj* on INA—it is not a fact that INA trial was shown in a distorted fashion ? How do you ascertain that ? What would be the impression of the people who were the spectators of that programme when they saw Netaji taking or encouraging alcoholic drinks ? Now, the Minister is telling that it is not a fact. How do you ascertain that it is not a fact ? In the first part of the statement, you have stated that, you have advised the Producer to make this programme after thorough research work

and in consultation with the INA. Now, I want to ask you, what research work they have done ? Who are the persons they had contacted ? The statement issued by Dr. Lakshmi Sehgal after witnessing this programme is a serious one. Actually, Capt Lakshmi Sehgal has said that it is a very state of affairs that Government have telecast such a programme denigrating Netaji. Have you contacted Dr. Lakshmi Sehgal and apologized to her ?

The Minister must tell us who is the producer of this programme—is it Hindustan Levers ? Is that the case for telecasting offending scenes, i.e. because it has been produced by them ? The scene is totally out of context with regard to INA Trial—I mean the scene showing Netaji as taking liquor. I would also like to know whether the Controller of Programme had approved the telecasting of it on the Doordarshan. Is there a Censor Board for Television ? Did that censor board approve this ? Who are the persons on that censor board which approved it ? Please let us know the name of persons or officers there. Did the Controller and the censor board approve it and fulfil all the formalities prescribed by Doordarshan ?

You are well aware that the whole country says that Doordarshan is not Doordarshan ; it has become Rajiv Darshan. (*Interruptions*)

KUMARI MAMATA BANERJEE (Jadavpur) : It is not a political matter. Netaji is above all politics. (*Interruptions*)

SHRI ANIL BASU : Can you say what action you propose to take against those persons ? (*Interruptions*)

MR. DEPUTY SPEAKER : I will go through the record.

SHRI ANIL BASU : Doordarshan is deliberately denigrating the leaders of freedom movement. (*Interruptions*)

MR. DEPUTY SPEAKER : I will go through it, and see if there is anything unparliamentary....



**SHRI ANIL BASU :** Can the hon. Minister tell us : had it been a case concerning other national leaders i.e. other freedom struggle leaders like Pandit Jawaharlal Nehru, what would have happened to his Ministership ? What would have happened to the high-ups in Doordarshan ? Now the Minister is befooling the whole country through this august House. (*Interruptions*) He has made a contradictory statement.

**SHRI ASUTOSH LAW (Dum Dum) :** This should be expunged. (*Interruptions*)

**MR. DEPUTY SPEAKER :** Let him speak. I will go through it.

**SHRI ANIL BASU :** I would like to ask the hon. Minister what steps he contemplates to take to prevent such occurrences in future. In the statement he has said that he was issuing directives to Doordarshan. What are the positive and actual steps he is taking ? Merely erasing some parts of the telecast will not do. Do you think it is sufficient, after telecasting such programmes ? (*Interruptions*)

I think the Minister will come forward to reply to my points. The Minister should remember that the name of Netaji was not included in the time capsule also.

**KUMARI MAMATA BANERJEE :** That is different.

**SHRI ANIL BASU :** I think the Minister will answer these questions. With these words, I conclude.

**SHRI AJIT KUMAR SAHA (Vishnupur) :** There is a calculated attempt to malign our national leaders. This is not the first time that we have seen it; in the past also, it had happened. In the case of Pandit Nehru, his Private Secretary, Mathai wrote a book about him; and in that book, he deliberately tarnished the image of Nehru. Some so-called intelligentsia of our country are doing all these things.

There is an organised attempt by CIA to malign our freedom movement and national leaders in which some so-called Indian intelligentsia are also involved, as is evident in the case of a film on Gandhi directed by Attenborough and in Raj Se Swraj. Who are the producers ? The producer is the Hindustan Lever, which is a multi-national corporation. An attempt is also made to distort the Indian freedom movement. Projecting only non violence. There is no mention of contribution and extreme sacrifices made by Khudiram, Bhagat Singh, Gotindas and thousand others. On the one hand, CIA is investing money to publicise literature that will debase our cultural ethos; on the other hand, they are trying their best to create a sense of hatred among the youths of our country against the solemn values of our culture and respect that we give to our elders, patriots and our freedom fighters.

By depicting Netaji as a drunkard, the producer and script writer have not only given a serious blow to the sentiments of every Indian but in reality they are aiding and abetting the CIA game to generate a feeling among Indian youths against all its great leaders. The game is too obvious and the government should answer it in clear and simple terms.

Who are the members of the Censor Committee ? The Minister has said nothing in his statement about the action he is going to take against those people who are involved in Raj Se Swraj Netaji case.

**SHRI GADADHAR SAHA (Birbhum) :** The most serious concern of the House to day is the resentment and the protest against the portrayal Netaji and INA and the deliberate attempt to denigrate the image of two national leaders—Netaji and Lakshmi Swaminathan. What was shown in the TV serials was not only condemnable and scandalous but it was totally unrelated to historical facts. It was widely condemned all over India.

Now, the question is, the indecent and incorrect scene that was shown, whether it was produced by a Government of India

[Shri Gadadhar Saha]

powerful medium or agency which was controlled by the Government of India, whether the top man in charge of this media should have allowed such terrible things to happen, how is it possible that such a serious mistake was committed or an attempt was made to denigrate their image, without violation of the existing provisions of scrutiny to be undertaken by the Censor Board. What was the Censor Board doing and what is the role and its function in this matter? What action was taken to undo the damage that was done to these two national leaders and their image? This House is in the dark about the findings of the Inquiry Committee and the action taken in this light against those who are responsible for this denigration, and whether any decision was taken to suspend those responsible for this and to discontinue the serial on the Television.

These are the questions that concern the House and the nation. I demand a categorical answer and an assurance from the hon. Minister in this matter.

MR. DEPUTY-SPEAKER : Hon. Minister.

SHRI A.K. PANJA : Sir, first of all, I share the feelings and sentiments expressed by the hon. Members, particularly Mr. Harish Rawat, who on the very first day of my taking over charge, along with Shrimati Geeta Mukherjee and Shri Asutosh Law, had asked me to look into this in detail. I am grateful to Shrimati Geeta Mukherjee because she did point out this episode in our Consultative Committee meeting which I took, two days after that. *(Interruptions)*

MR. DEPUTY-SPEAKER : Listen to the Minister.

SHRI A.K. PANJA : I am grateful for this reason because all the hon. Members have made certain suggestions and I have taken note of all the suggestions made by Shri Gadadhar Saha also. Some of them have been implemented. I will presently place them before the House.

SHRI AMAR ROYPRADHAN : Has anyone been suspended, at all? That is the question. *(Interruptions)*

MR. DEPUTY-SPEAKER : Do not divert the attention of the Minister.

*(Interruptions)*

MR. DEPUTY-SPEAKER : May I request the hon. Members first to take their seats? Let him reply.

*(Interruptions)\**

MR. DEPUTY-SPEAKER : Nothing goes on record. Do not record. I will not allow.

*(Interruptions)\**

MR. DEPUTY-SPEAKER : The Minister is replying. If you do like this, he cannot reply to the questions which you are raising.

*(Interruptions)*

MR. DEPUTY-SPEAKER : Let him finish. He is replying to all your questions. Why are you raising all sorts of things?

You are not supposed to answer. Please take your seat.

*(Interruptions)\*\**

MR. DEPUTY-SPEAKER : Nothing is going on record. Please order. If you are going to interrupt like this, he will not reply. Please take your seats.

*(Interruptions)\*\**

MR. DEPUTY-SPEAKER : The hon. Minister may please continue.

*(Interruptions)\*\**

MR. DEPUTY-SPEAKER : Are you replying on behalf of him?

SHRI AJIT PANJA : As I was submitting, the hon. Member, who intervened, Mr. Amar Roypradhan, unfortunately during

\*Not recorded.

\*\*Not recorded

these long 22 days of my taking charge of this Ministry, has not ever given me a ring to say what he wanted to say. This is very unfortunate. *(Interruptions)*

SHRI AMAR ROYPRADHAN : I am on a point of order.

MR. DEPUTY-SPEAKER : What is your point of order ?

SHRI AMAR ROY PRADHAN : On a point of personal explanation.

MR. DEPUTY-SPEAKER : No point of order.

SHRI ANIL BASU : He has cast aspersions on him. *(Interruptions)*

MR. DEPUTY-SPEAKER : If all of you are shouting, I cannot hear what you are saying. When all of you are shouting I cannot follow. *(Interruptions)*

SHRI AMAR ROYPRADHAN : I am on a point of order.

MR. DEPUTY-SPEAKER : What is your point of order ?

SHRI AMAR ROYPRADHAN : I am on a point of order because of the fact that the hon Minister mentioned my name. It is not a personal affairs that I shall have to meet him and talk. But he does not know that first, I raised this issue under rule 377 and also during zero hour regarding TV serial where Netaji depicted in a derogatory manner. It is on the record. . *(Interruptions)*.

MR. DEPUTY-SPEAKER : Please listen to the Minister first *(Interruptions)*

SHRI AMAR ROYPRADHAN : How can he say that ? It is on the record. *(Interruptions)*.

MR. DEPUTY-SPEAKER : If there is anything objectionable I will see to it.

*(Interruptions)*

MR. DEPUTY-SPEAKER : I have told you that there is no point of order. *(Interruptions)*

SHRI ANIL BASU : What is this ? Are we fools sitting here ? *(Interruptions)*.

MR. DEPUTY-SPEAKER : Mr. Harish Rawat, you please listen to the Minister. Why are you speaking like this ? If everybody speaks like this, how can I conduct the House ? This is not the way. If all of you are shouting like this and you are not listening to the Minister then I cannot run the House. *(Interruption)* There is no point of order.

SHRI AMAR ROYPRADHAN : He did not know about 377 It is the duty and job of Speaker's office to let him know that I have raised the matter under 377 about Netaji Subhash Chandra Bose on TV serial 'Raj-ae-Swaraj'. . *(Interruptions)\*\**

MR. SPEAKER : Nothing will go on record.

SHRI A.K. PANJA : It is heartening to find some of the Members of the opposition become so vocal about Netaji Subhash Chandra Bose. We are all happy to find that they are also having the same feelings and sentiments, specially the CPI(M) Party Members, as the mainstream of India does, what the Indian people thought of Netaji since he started the struggle against the British rule.

Sir, we are also happy that after 40 years of Independence, hon. Members belonging to this particular political party have realised the greatness of Netaji Subhash Chander Bose and that is why. . . *(Interruptions)*

MR. DEPUTY SPEAKER : Please take your seats. . .

*(Interruptions)*

MR. DEPUTY SPEAKER : Except Minister's reply, nothing will go on record.

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\*\*Not recorded.

[Mr. Deputy Speaker]

That is all, Whoever is shouting, nothing will go on record. . .

*(Interruptions)\*\**

SHRI A.K. PANJA : I do not go by the level only—CPI(M) or CPI I am talking about the people who. . . *(Interruptions)*

MR. DEPUTY SPEAKER : You continue Mr. Minister . . .

*(Interruptions)\*\**

SHRI A.K. PANJA : I am happy to find that hon. Members are saying so many things. Will the hon. Members belonging to CPI (M) would clarify to the whole of the country whether a portrait of Nataji Subhash Chander Bose is there in their party office in West Bengal or not ? . . . *(Interruptions)*

SHRI AMAL DATTA : It is in your party office ? . . . *(Interruptions)*.

SHRI A.K. PANJA : They may not keep the photograph of Netaji Subhash Chander Bose in their party office but Nataji is very much within the hearts all over India in all the States.

So far as the questions raised by Shri Harish Rawat are concerned. *(Interruptions)*

MR. DEPUTY SPEAKER : Please order. . .

*(Interruptions)*

SHRI A.K. PANJA : So far as the questions raised by Shri Harish Rawat are concerned, I may answer one of them which is very relevant that who are the persons. . . *(Interruptions)*.

MR. DEPUTY SPEAKER : Nothing will go on record. Don't worry. . .

*(Interruptions)*

MR. DEPUTY SPEAKER : The Minister is on his legs. I cannot allow you.

SHRI A.K. PANJA : Sir, immediately after taking over charge, at that time when I had the meeting of the Consultative Committee, this point was raised by Shrimati Geeta Mukherjee along with Vishwabandhu Ji. I myself at that time had missed that portion of the serial or the picture when it was shown on the T.V. So, I asked them whether any of the members present in that Committee had actually seen the film on the T.V. because our eyes are the best judge. I found that none of the members at that time had seen. So, I arranged a show for whoever was available. Unfortunately, Shrimati Mukherjee was not available, and we saw the film. We had it reviewed three times. There are certain versions. Before crying for suspension or punishments we have to see a film in all its aspects. The guidelines are there. Examining all aspects, we found from the inquiry that in fact there was no mala fide intention. What has happened is that about 33 or 40 seconds portion—I have not calculated the exact time—was not at all necessary.

13.00 hrs.

In fact it the offending portion was not even relevant for showing the INA trial. But in this film when the producer produces, and to correct the knowledge of the hon. Member, Shri Anil Basu, it was sponsored by the Hindustan Lever, but the producer was Dr. Nissa Alnaha a well known producer. When a producer of fame and name used to come, prior to the guidelines framed, there was a reliance placed on him. When some good producer of a film comes, people used to rely and ask whether historically they have checked it up. Along with that a Committee at that time which approved this serial—INA serial—that committee has been dissolved. The new Committee, it cannot be taken from all sectors, but we have done so far as possible. The new Committee is consisting of Director General, Doordarshan, Deputy Director General, Doordarshan, Controller of Programmes (Commercial), D.G., Doordarshan and two non-officials, on whom at least one will be a lady member. Of these non-officials there are thirteen persons. We have taken them here. If the hon. Member wants to know the name, I can tell—

1. Dr. Gurbax Singh
2. Dr. Preetam Singh Saeer
3. Prof. Sydney Ribbairo
4. Shri Akshay Kumar Jain
5. Shri M.K. Rasgotra
6. Smt. Satya Choudhary
7. Smt. Indu Jain
8. Mrs. Razia Ismail
9. Smt. Meera B. Agi
- \* 10. Mr. Mirnal Pandey
11. Mr. Som Benegal
12. Mrs. Kamala Vardhan
13. Ms. Aruna Vasudeva

We know in India there are many persons who were the leaders in production, distribution and exhibition sides of various films. Also, there are people who are well-versed in various culture. But what we try to do is to represent each group as best as possible. We wanted to take them. This is not a final thing. Of course, suggestions made by any quarters would be looked into by us. When this is done (*Interruptions*).

Shri Rawat has asked for the steps. We found, previously, first of all there was only the theme. What is to be shown—INA trial? The theme and synopsis is taken into and then the producer is asked to make a pilot. That pilot is looked into. Entire reliance was on the producer to allow his own knowledge, to allow his wisdom to play in such a manner that it becomes presentable.

SHRI SOMNATH CHATTERJEE :  
No script.

SHRI A.K. PANJA : Previously only the script and the pilot form was taken. There is possibility of human error. Thereafter the preview is made before it goes for telecast. Here we do not find any malafide intention on the part of the sponsor or the producer or any of the persons, the officers and respectable gentlemen

who previewed. But when we previewed, it, there is a question of doubt, of course, the colour. Colour film if you see... (*Interruptions*).

If it is black and white, there is all this misconception except dialogue of Netaji Subhash Chander Bose, as sought to be put in along with Dhillon, would not have created any problems. When it is in colour projection, the problem is created because of the colour of the films. (*Interruptions*). I do not know whether hon. Members want to know what has actually happened or want to do something else, I do not know.

This is the position. Therefore, now the full script is being examined and the Committee has been asked to take special care so far as projection of our national leaders is concerned.

SHRI SOMNATH CHATTERJEE :  
What will be the job of this Committee?

SHRI A.K. PANJA : As I said, along with the officials, two persons will be selected—one must be the lady. The whole thing—from the proposal, pilot and then purview, before it is telecast to the public, this Committee will be looking into. As soon as this was taken in...

SHRI DINESH GOSWAMI : Mr. Panja, is there anybody here who has some study or knowledge about the INA trials or about the episodes or about the freedom movement? (*Interruptions*). That is a very crucial point.

SHRI A.K. PANJA : Apparently I could not make myself clear to the hon. Member. This is the present Committee. The previous Committee which approved the INA trials series has been dissolved and this new Committee has come into force.

[*Translation*]

SHRI HARISH RAWAT : Sir, may I know whether any freedom fighter was included in the old or the new Committee

[English]

SHRI BASUDEB ACHARIA : He is asking about the new Committee.

(Interruptions)

MR. DEPUTY-SPEAKER : Mr. Goswami, please take your seat.

SHRI A.K. PANJA : This Committee is not meant only for this serial. But so far as the INA trial film is concerned, we have found that there is a certificate obtained by the then Committee by reviewing it before Mr. Dhillon who was one of the main eye-witnesses and no objection was raised by Mr. Dhillon so far as this portion was concerned. That original certificate and also the records available have been kept with the Doordarshan. But, Sir, as I also told the Committee, of course, Mr. Dhillon was one of the eye witnesses, but his age should have been taken into consideration, how it was shown to him, whether the whole script was explained to him. But these are the things lacunae which cannot be overlooked. I make it clear that in respect of each film to examine its from all angles, to have it accepted by 750 million people is, of course, an impossible task, but it is possible of course that so far as certain aspects of the film are concerned while depicting national leaders and their life when there is a question of national integration, when there is a question of the country's security, a special look has to be given and in that, of course, people who would be conversant with those things or knowledgeable persons, wise people, would certainly be taken into consideration while having a preview of those serials. Therefore, although some of the Opposition Members called for suspension, we did not find any question of suspension because in fact along with the Members I saw it, it is a question of perception of a particular person, the perception of how he is viewing, what was the stature of Netaji Subhash Chandra Bose in 1942, 1943, 1944 and 1945, and how he has grown up in our memory with love and adoration in 1986 is a question of perception which requires clear and detailed study by people who are wise.

(Interruptions)

SHRI S JAIPAL REDDY : Sir, was the stature of Netaji lower in 1932 than in 1986 ?

(Interruptions)

SHRI A.K. PANJA : Our love and admiration has increased years after years by which all the leaders are respected. This is the culture and heritage of India, not like other countries that after one national leader goes, he is forgotten or taken out of the grave or removed somewhere else. This is our Indian culture where we respect the national leaders, not that we take a leader out of the grave and remove him somewhere else. (Interruptions). Therefore, in my answer to Mr. Anil Basu—he shouted about Hindustan Lever being the multinational, but when Netaji was not accepted by the portion of the Party to which he belongs; at that time there was no multinational operating, but still that was Netaji's struggle for freedom and his contribution was not properly appreciated by the Party to which Mr. Basu belongs.

Sir, Mr. Ajit Kumar Saha also raised the same question as Mr. Basu has done, so I need not reply again.

Sir, I am grateful to Mr. Gadadhar Saha for his very good suggestions, which I have taken note of and of course, I will discuss those with the officers concerned.

Sir, the other point which I would certainly like to take into consideration is this. It might be some hon. Members may help me in finding a way out. We have taken four points into consideration for review and accepting this serial—overall story line and concept, synopsis of 1 to 13 episodes, the detailed script of the first episode, the details of the production team—the Director, the cameraman script writer etc.

Along with that—the pilot project and the review, how it is being done—we are taking all this into consideration so that in future this sort of human error would be avoided as far as possible.

SHRI SOMNATH CHATTERJEE : Is it a condensed form ?

**SHRI A.K. PANJA :** The pilot project is not a condensed form. Therefore, we are now asking for the total script so that there will not be any misgivings while projecting our national leaders. It has been stated by Mr. Basu that no step which has been taken, has been mentioned in the statement. Probably, Mr. Basu did not find time in the morning to go through the statement. Steps taken have been detailed here.

**SHRI ANIL BASU :** The statement was not available in the morning.

*(Interruptions)*

**SHRI A.K. PANJA :** The first step taken was that this was stopped so that we can have a review of the matter. The second was that this offending portion has been deleted even for archival purposes, that is where video films are sent. Third, the Committee and the Doordarshan have been directed to take special care so far as telecasting of these programmes are concerned.

So far as Netaji's stature is concerned, it is not a question of a particular State or a particular community or a particular drawing room of a particular leader. Nor should it be used for political purposes, or for any other gains. Netaji's struggle and Netaji's life is embodiment of the struggle for freedom all over the world, wherever the people are struggling for freedom. That is the stature in which, through the history, like a shining glory, Netaji's is living in the human mind where there is human bondage, we find Netaji along with our national leaders coming with full glory.

I hope the steps taken by the Government up to today will satisfy the Members of the House and I can assure that already guidelines laid down would be implemented strictly whenever we depict our national leaders for being telecast through our television.

**SHRI ASUTOSH LAW (Dum Dum) :** Are they bold enough to congratulate the Minister for making a reply? *(Interruptions.)*

**MR. DEPUTY-SPEAKER :** Please, order. Please listen to the hon. Parliamentary Affairs Minister.

**SHRI AMAL DATTA :** Will the revised video tapes be made available to us?

**THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI SHEILA DIKSHIT) :** Mr. Deputy-Speaker, Sir, I propose that the House may sit through Lunch today.

**MR. DEPUTY-SPEAKER :** So, I think, we are not going to have our lunch-hour now. It is because, many Members want to speak on the Railway Budget and also the Minister wants to reply at 5 O'clock today. You can have lunch. But the House will not adjourn for Lunch.

**SHRI S. JAIPAL REDDY :** Should we forego our lunch to pay more to the Railways?

**MR. DEPUTY-SPEAKER :** You can have your lunch.

13.16 hrs.

#### STATEMENT RE : "NEW INSTITUTIONAL ARRANGEMENTS FOR SHIP FINANCING"

*[English]*

**THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI JANARDHANA POOJARY) :** The Shipping Development Fund Committee (SDFC) was established by the Government in 1959 initially to finance acquisition of ships and subsequently, fishing trawlers, from local shipyards and from abroad. Over the years, apart from promoting a significant increase in national tonnage both in the general Shipping Sector and in the fishing trawler industry, the SDFC has contributed significantly to the emergence of India as one of the chief maritime nations in the developing world.

[Shri Janardhana Poojary]

13.18 hrs.

In recent years shipping industry has passed through a very difficult period in view of the world-wide recession and sharp decline in freight rates. This has imposed a considerable financial burden on SDFC and has affected its ability to finance new ship acquisitions. It has, therefore, become necessary to evolve a new financing mechanism for extending adequate support to shipping and trawlers industries. After a careful review, it has been decided to wind up SDFC and to create a new financing agency in the place of SDFC which would have wider financial responsibilities and greater flexibility of operation. The new financial agency will manage the assets and liabilities of the SDFC and finance fresh ship acquisition on the basis of their viability. All India financial institutions will contribute to the equity of the new agency and the Industrial Credit and Investment Corporation of India is being entrusted with the responsibility of promoting this agency.

The new company would extend financial assistance to shipping and trawling industries for acquisition of vessels in India and abroad. While the proposed company would function on sound commercial basis, the requisite level of concessions/support to the shipping and fishing industries would be continued to be extended in a manner to be decided by the Government. Ministry of Finance, Department of Surface Transport, Ministry of Agriculture, will have representatives on the Board of Directors on the new company.

Pending establishment of the new company, ICICI itself will undertake review of all existing cases of SDFC and also receive and process applications for fresh loans from the shipping and trawling industries for acquisition of vessels. It is expected that the new company will be set up and commence lending operations before the end of 1986.

The new institutional arrangement is expected to serve as an effective instrument for development of modern and efficient shipping and trawling industries on a viable basis.

## STATEMENT REGARDING RATIONALISATION OF NEWS- PRINT DISTRIBUTION IN THE COUNTRY

[English]

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI A.K. PANJA): As the Hon'ble Members of this august House are aware the issue of rationalisation of the distribution of newsprint in the country with a view to removing certain existing lacunae has been under the consideration of the Government for sometime past. The Government have in this regard considered in detail various alternatives for evolving a Policy for distribution of newsprint in a rational manner. I am happy to inform this august House that based on these deliberations, the Government have finalised the Newsprint Allocation Policy to be applied for the licencing years 1986-87 and 1987-88.

The salient features of the Policy are :

- (i) The Policy is based on the principle of self-reliance. The imported newsprint will supplement the domestic production ;
- (ii) It is essentially a need-based Policy. Each newspaper will be supplied newsprint as per its own requirement based on actual performance. This is consistent with the Government's commitment for promoting the growth of the Press ;
- (iii) Due to constraints of foreign exchange resources, it had not been possible to service the entire newsprint allocated to the newspapers since 1982-83. The newspaper industry has been agitating for releasing this backlog. After a careful consideration- it has been decided that the entire accumulated backlog of unserved newsprint from 1982-83 onwards



will be released in a phased manner over a period of 3 years by supply of indigenous newsprint :

(iv) Consistent with the Government's desire to encourage the growth of small and medium newspapers, newspapers with an annual entitlement of upto 300 MT will get their entire requirement in imported variety. However, with a view to encourage the growth of the Press, the practice of requiring a fresh applicant to furnish a bank guarantee has been dispensed with. Also an overall growth rate of 5% has been allowed to accommodate the requirements of fresh applicants and those arising from increase in circulation of existing papers ;

(v) As self-reliance is the corner stone of the Government's policy in various fields, it is, therefore, imperative that the indigenous industry receives due encouragement. Consistent with this approach, the policy provides for ensuring that the indigenous newsprint is lifted regularly by the newspapers. To achieve this objective under the new policy, a monitoring system has been introduced- the validity period of authorisation of the allocation of indigenous newsprint has been reduced to 3 months on a uniform basis. Further, it has been provided that if a newspaper fails to lift the indigenous quota of newsprint allotted to it, it will, to that extent, forfeit its entitlement in respect of the imported newsprint. Similarly, a newspaper which is found to have given a false certificate about the lifting of the indigenous quota shall be liable to be debarred from getting any further allocation of imported newsprint.

(vi) Lastly, it may be mentioned that it would be the constant endeavour of the Government to make available adequate newsprint to the

bonafide users. For this, we solicit the cooperation of the newspaper industry. At the same time, it has been considered appropriate to devise certain administrative measures for this purpose. The Policy therefore, provides that where a newspaper is found to have furnished a false declaration about its circulation, it may be debarred from allocation of newsprint for a specified period which may extend upto one year.

3. I am placing a copy of the Newsprint Allocation Policy for the licencing years 1986-87 and 1987-88 on the Table of this august House.

[Placed in Library. See No. LT 3203/86]

I may only point out to your goodself that there was an assurance on my part to make this policy known by the 14th of November. Today being the 13th of November, I have made the policy known and kept the assurance.

13.22 hrs.

[SHRI VAKKOM PURUSHOTHAMAN  
*in the Chair*]

## MATTERS UNDER RULE 377

[English]

- (i) Need to ensure that site offered for the setting up of proposed gas based fertilizer unit at Shahjahanpur is not changed.

SHRI JITENDRA PRASADA (Shahjahanpur) : I would like to draw the attention of the Government towards the setting up of proposed Gas based Fertilizer Unit at Shahjahanpur, U.P. It is now three years since the letter of intent was given by the Government of India for this Fertilizer Unit. The proposed plant was to conform to the conditions laid down in regard to

[Shri Jitendra Prasada]

environment and guide lines laid down by the Ministry of Industry of Government of India. As per schedule announced earlier several times by the Government the plant will be commissioned by 1988 but till now no steps have been taken by the promoter i.e. APJ Caparo Group. On the contrary delaying tactics have been adopted by the promoter, by rejecting the site already chosen by the Government and offered to them. The site offered was wasteland, away from the city and takes care of the pollution angle also, displacement of number of residents is the least.

It is understood that they have made a formal request to the Government to acquire a site other than what was offered to them. The site asked for by the promoters is Prime Agricultural Land of the District, it is nearer to the town of Shahjahnapur, its wind direction is towards the city and a very large number of persons will be displaced. This site does not conform to the declared policy and norms of the Ministry of Environment and the Ministry of Industry, Government of India. Hence, it is not a suitable site for setting up of the Industry from any angle.

I request the Central Govt. to intervene and assure the people of Shahjahanpur that the site originally offered will not be changed and the plant will be commissioned by 1988.

- (ii) Need to take necessary steps to implement special Component plan and tribal sub-plan for the Welfare of Scheduled Castes  
Scheduled Tribes

SHRI ANADI CHARAN DAS (Jaipur): The Govt. of India in the Ministry of Welfare is laying emphasis for the development of Scheduled Caste/Scheduled Tribes and tribal areas in the country. The development of these communities is the responsibility of the States/Centre. Ministry of Welfare has issued guidelines that the State Governments/U.T.s should quantify funds to the proportion of SCs

and STs population in the States/UTs for the special component plan and tribal sub-plan out of the State plan resources. Most of the State Governments are not earmarking funds according to the guidelines. Ministry has failed to implement the schemes of SCP and TSP in accordance with the guidelines.

Hence I request the Minister of Welfare to take necessary steps in this regard.

- (iii) Need to develop Bakel Fort near Kasargod in Kerala as a Tourist Centre

SHRI I RAMA RAI (Kasaragod): The main problem of Kerala is un-employment among the educated youth. Due to power shortage, the Northern parts of Kerala still remain to be industrially backward. To some extent this problem can be solved by developing tourism. There is a beautiful Fort called Bakel Fort near Kasargod which is one of the best preserved monuments of Kerala State under the Archaeological Survey of India. It is also a cultural link of Kannadigas with the erstwhile Ikkeri Naiks of Badnur. Even though the State Government has forwarded a scheme to develop this Fort into a tourist centre to the Archaeological Survey of India for clearance, it is still pending with the Department at Madras since 1981.

I request the Tourism Ministry to expedite the matter and pay immediate attention to develop this Fort and convert it into a tourist centre which will help to solve un-employment problem and bring foreign exchange to our country also.

- (iv) Need to clear major projects of Andhra Pradesh and set up a power station in Rayalaseema in Andhra Pradesh

DR. CHINTA MOHAN (Tirupati): Sir, I like to raise a matter of public importance. The major important projects: Teluguganga, Polavaram, Icchhapalli may be cleared at the earliest with sufficient amount of assistance to complete

them. We have also shortage of power. I also request the Central Government to start a 120 MW High Power station in Ravalaseema particularly at Tirupati.

- (v) Need to send a study team to Andhra Pradesh to assess the damage caused due to drought and release liberal Interim aid to combat the situation

**SHRI S. JAIPAL REDDY (Mahbubnagar):** Sir, I rise to draw the attention of the Government under Rule 377 through you to the unprecedented conditions of distress caused by drought in many parts of Andhra Pradesh. The extra-ordinary situation in Mahboobnagar district of Andhra Pradesh warrants a special reference. The severity of drought situation can be gauged from a number of reports on starvation deaths in the district by various daily newspapers and political parties. The subtle academic distinction that is normally sought to be drawn between drought and famine is no longer relevant in the context of current conditions in Mahbubnagar. The present situation has come about by extensive malnutrition that has been affecting the poorer sections of people over a number of years. It is important to note that Mahbubnagar district has been hit by drought for the third year in a row. Although some amount by way of interim relief to Mahbubnagar has been released by the State Government, it is far from adequate. I urge upon the Central Government to send a study group to Mahbubnagar district and other parts of Andhra Pradesh to submit a report on the drought conditions. I also plead for release of liberal interim aid from the Central Government for dealing with the drought situation, pending the inquiry by a Central team. I am of the considered view that normal yard-sticks of relief would not be applicable as it is a natural calamity of rare severity. The Government of India should, therefore, come forward with assistance on a special scale.

- (vi) Need to Open more Primary Health Centres in tribal areas of Kerala to achieve the target of "Health for all by 2000 A.D."

**DR. K.G. ADIYODI (Calicut):** One suffering from leprosy is socially boycotted

by the entire community, even by the kith and kin. The special agony is the most dangerous aspect of the patient. The prevention, treatment, rehabilitation and social upliftment of the leper should go hand in hand. It warrants top priority by the Government, especially in the tribal areas.

As per the 1981 census the total affected persons were 39.53 lakhs and in the 1983-84 census the all India average per 1000 population was 5.77%. During the same period 42,903 new cases were detected and 2,55,605 cases were discharged from the hospitals in our country.

As per the tribal population, Kerala requires at the minimum 13 primary health centres and 90 sub-centres whereas only 5 primary health centres and 43 sub-centres are existent as on 31.3.1983. Unless the required number of institutions are set up as per the latest census the message will not reach the tribals who are in utmost demand of these facilities.

I appeal to the Government to achieve our committed target—Health for all by 2000 AD.

- (vii) Need to create a separate Independent telephone circle for Goa, Daman and Diu

**SHRI SHANTARAM NAIK (Panaji):** It is not known as to on what basis Goa has been made a part of Maharashtra Telephone Circle. The said Maharashtra Telephone Circle consists of 29 districts of Maharashtra such as Ahmednagar, Bhil, Pune, Raigad, Satara (North), Thane, Kolhapur etc, and Goa district of the Union Territory of Goa, Daman & Diu.

In fact, Telephone Department can create as many circles as required out of the districts of a given State but to take a few district from one State and one district from another State or Union Territory is not proper. The Telephone Department have to consider the geographical division created under the Constitution as the basis and not create their own geographical units.

[Shri Shanta Ram Naik]

I, therefore, request the Government that a separate independent Telephone Circle should be created for the Union Territory of Goa, Daman and Diu with three Divisions, One for North Goa, another for South Goa and the third for Daman and Diu.

[*Translation*]

(viii) Need to give adequate funds to Uttar Pradesh for rapid agricultural development of the eastern parts of the State

SHRI ZAINUL BASHER (Ghazipur) : A Committee under the chairmanship of Shri A.R. Sen was constituted by the Government with a view to increasing agricultural production in Eastern India. The aforementioned committee has also made a study of agricultural development in Eastern Uttar Pradesh. A Conference was organised in Patna in January 1986 to deliberate upon the final report of this committee. The said conference was attended by the Union Minister of Agriculture, the Governor of Reserve Bank and the Chairman of NABARD. During the course of deliberations, the Chief Minister of Uttar Pradesh had demanded an additional allocation of Rs. 4500 crores as Central assistance during the Seventh and the Eighth Plan periods for the development of Eastern Uttar Pradesh.

There is a great scope for increasing agricultural production in Eastern Uttar Pradesh. As a result of the efforts of the State Government, rice production has increased by 45 per cent during the last four years inspite of the limited resources at its disposal. Similarly, wheat production has also increased. However, if special attention is paid to irrigation, flood control, canal water seepage, development of barren lands, soil conservation, power supply, storage facilities, and communications, agricultural production in eastern Uttar Pradesh can increase manifold.

The Sen Committee has admitted that the State Government will not be in a position to make a provision for the

required funds from its own resources during the Seventh and Eight Plans. The Committee has accepted that special Central assistance is required for the Centrally sponsored schemes, Centrally financed projects and the schemes run by the State. The Committee has also accepted the fact that it is not possible for the State Government to mobilize additional resources.

Under the circumstances explained above, I would request the Central Government to render special assistance, as demanded by the State Government, for rapid progress in agricultural production in Eastern Uttar Pradesh.

13.34 hrs.

SALES PROMOTION EMPLOYEES  
(CONDITIONS OF SERVICE)  
AMENDMENT BILL, 1985

Amendments made by Rajya Sabha

[*English*]

THE MINISTER OF STATE OF THE  
MINISTRY OF LABOUR (SHRI P.A.  
SANGMA) : I beg to move :

“That the following amendments made by Rajya Sabha in the Bill further to amend the Sales Promotion Employees (Conditions of Service) Act, 1976 be taken into consideration”

“Enacting Formula

(i) That at page 1, line 1, for the word “Thirty-sixth” the word “Thirty-seventh” be substituted.”

“Clause 1

(ii) That at page 1, line 4, for the figure “1985” the figure “1986” be substituted.”

MR. CHAIRMAN : The question is :

“That the following amendments made by Rajya Sabha in the Bill further to

amend the Sales Promotion Employees (Conditions of Service) Act, 1976 be taking into consideration"

*"Enacting Formula"*

- (i) That at page 1, line 1, for the word "Thirty-sixth" the word "Thirty-seventh" be substituted.

*"Clause 1"*

- (ii) That at page 1, line 4, for the figure "1985" the figure "1986" be substituted."

*The motion was adopted*

SHRI P. A. SANGMA : I beg to move :

"That the amendments made by Rajya Sabha in the Bill be agreed to."

MR. CHAIRMAN : The question is :

"That the amendments made by Rajya Sabha in the Bill be agreed to."

*The motion was adopted*

13 35 hrs.

SUPPLEMENTARY DEMANDS  
FOR GRANTS (RAILWAYS)  
1986-87—CONTD.

[English]

MR. CHAIRMAN : Now, will take up Item No. 13, Supplementary Demands for Grants (Railways). Shri Ganga Ram. Hon. Members are requested not to take more than five minutes

*(Interruptions)*

SHRI RAM PYARE PANIKA : Sir, yesterday, it was decided that sufficient time will be given on this subject. Now, you are saying that we will be given 5 minutes each. We want at least 10 minutes each.

MR. CHAIRMAN : There is a long list from the Congress side. Hon. Minister wanted to reply at 5 'o' clock. What can I do ?

SHRI V. KRISHNA RAO : We have been given only one chance and for that also you are not giving 10 minutes. Then what can we do ?

[Translation]

SHRI GANGA RAM (Firozabad) : Mr. Chairman, Sir, I rise to support the Supplementary Demand for Grants, in respect of the Ministry of Railways for the year 1986-87, submitted to the vote of the House. A demand of Rs. 590.42, crores has been made on 13 items. Out of this amount, Rs. 519.30, crores have been demanded for meeting additional revenue operating expenses alone, as a consequence of the recommendation of the Fourth Pay Commission, which has led to an increase in the pay and allowances, dearness allowances, besides, the annual productivity linked bonus which has also increased. This increase is outside the control of the Railway Ministry and hence its justification is indisputable. The expenses on the remaining three items are also unavoidable. Therefore, an additional expenditure of Rs. 590.42 crores on all these items has to be incurred over and above the budget estimates to meet the increased staff costs. Hence, the House should accord its approval to these Supplementary Demand for Grants.

In order to meet the additional expenditure, there is a proposal to implement a new rational freight structure from 1.12.86. There is also a proposal for revision in the gradual reduction of rates of different categories and a 15 per cent increase in the rates of parcels and other luggage. Although, the increase in rates is bound to result in further price-rise, yet there is no alternative to meet the afore mentioned expenses. The Railway Ministry is helpless in this situation and we have to accept it. The hon. Minister of State for Railway, has dwelt at length on these circumstances in his statement and I agree with him.

[Shri Ganga Ram]

There is no doubt that under the stewardship of the hon. Minister of State for Railways, the speed of the trains has increased and there has been an improvement in the maintenance, cleanliness and punctuality of trains. Hon. Shri Madhavrao Scindia deserves congratulations for it. Yet, there is a scope for further improvement in the Railways. In this connection, I would like to draw the attention of the hon. Minister to the deplorable condition of the Avadh Express, Ganga-Jammu Express and the passenger trains. Most of the seats in these trains are broken, the fans do not work, doors and latches are damaged, and the condition of the lavatories is also pitiable. The Railway Ministry must bring an improvement in this situation. We must keep in mind that when we are increasing the freight charges in the wake of the increase in pay and allowances of the railway staff as a result of the recommendations of the Fourth Pay Commission, then we must provide satisfactory amenities to the passengers. It is absolutely essential to pay attention to this.

I would like to draw the attention of the hon. Minister especially to the Avadh Express which is running in our area. This train which runs from Agra to Lucknow, has been extended upto Kota. However due to the non-electrification of the railway tracks between Lucknow and Kanpur, and between Tundla and Agra and further, it runs as a passenger train. It is necessary to electrify the aforementioned sections of the railway tracks. A.C. two tier sleeper coaches with a minimum of 40 berths each should be attached to the Avadh Express from Agra and Lucknow.

The Gomti Express must be given a halt for at least two minutes at Tundla Junction. An immediate action is also required to be taken to give a few minutes halt to some super-fast trains at Firozabad and Shikohabad Railway Junctions. Earlier, there was a railway line from Agra Fort to Bah but now it is no more in use. I would request you to make it operational once again in the public interest.

Agra, the city of Taj does not have an ideal Railway Station although it attracts national and international tourists, besides distinguished guests. Therefore, I would suggest that Agra Cantt. Railway Station should be improved, extended and modernised at the earliest.

With a view to eliminating corruption in the Railways, effective steps must be taken. Special attention should be paid to the booking of goods and other freight items because there is a lot of corruption there.

The representation of the scheduled castes and scheduled tribes in various committees of the Railway Ministry is negligible. The same is true about the Railway Service Commission, which has never been headed by a person belonging to these classes. The 22½ per cent quota of reservation of jobs for the aforementioned classes in the Railway Department has not been filled up. The posts in this reserved quota must be filled up. Besides, there is a lot of discontent among the officers and employees belonging to these classes as a result of the discriminatory and biased attitude of the authorities. This must be stopped and a special cell to monitor the same should be set up for their welfare and for removal of their grievances.

[English]

SHRI G.L. DOGRA (Udhampur) : Mr. Chairman, Sir : I will try to be brief and; therefore, I request you not to disturb me before I finish.

I rise to support the Supplementary Demands for Grants, so far as Railways are concerned. Before I say anything, I must express my gratefulness to the young and dynamic Minister for bringing to the notice of the hon. Prime Minister that the Jammu-Udhampur line needs a better treatment so far as finances are concerned. The Prime Minister was kind enough to announce in Jammu that the Jammu-Udhampur line will be completed within five years. So, I would request the

Minister to look to this point, so that when the announcement is made, it should be implemented as expeditiously as possible.

This line is important, not only from the development point of view, but also from that of defence. So far as the north and north-western frontiers are concerned, they are very important because of present international developments. The threat to our country from outside interference is very great. It can lead to anything at any time. The most dependable mode of transport—as I have very often said—is the Railways. Our young, enthusiastic man of vision is in charge of Railways. I request him just to look to this aspects and see that Railways in this area are not treated at par with other peaceful areas. When you are defending the country and spending so much on defence efforts, we know we are compelled to do so. My own feeling is that it is not our Government which determines what amount has to be spent, but it is Islamabad which compels us to spend money. So, all those efforts which are linked with development, defence and safety should be given priority, and we should not neglect them.

So far as Railways are concerned; I have laid stress on a doubleline between Jalandhar and Jammu, because if something happens to one track, having a double track will ensure safety. Even if you cannot make bridges, you may use the existing bridges, but the track should be doubled.

And it should not be neglected any more. It is good that between Delhi and Ambala a track has been made double : and there is a double track between Ambala and Jalandhar. But between Jammu and Jalandhar, a double track is also important and it should be attended to.

I am sorry to say that the hon. Railway Minister was criticised for doing what he should have done. The grant that you want the House to pass is inadequate in my opinion. I do not know why yesterday it was said that it should have in the

original budget. It makes no difference. When he is in a position to do certain things, it should be done. I do not know whether the Planning Commission will provide enough money. It was said that you will have a deficit finance; there will be deficit financing. In infrastructure and productive projects, we should resort to deficit financing and there can be no limit to it in these two things. The non productive expenditure is a different thing, but we should not spend a single pie on non-productive projects. Therefore, the Planning Commission should see the reality of it and give as much money as possible so that they can spend that money on these lines. This is very important. If the railways are not properly maintained, how can we make further progress. I am very happy to see that the Supplementary Demands for Grants for the railways have come for discussion in the House. This will help in modernising our railways and their upkeep. It is important to spend money on the upkeep of railways than on construction of new railway lines. The Planning Commission should give them as much money as they require; they should not be miser about it.

As far as passenger amenities are concerned, You should try to provide more money for them. In Jammu, which is a very important station, there is not sufficient space for second class passengers in the waiting rooms. There more waiting rooms are required. There even waiting rooms for higher classes are also required. There you are charging more, as far as waiting rooms are concerned, whereas in Kanpur and Lucknow you are charging much less. Cold water and other facilities which are a must for second class passengers and which should be given to them are not properly maintained.

When the Railway Budget was presented I drew your attention towards opening of out-agencies at Udhampur, Anantnag and other places; and you seemed to be taking notes about them. You probably agreed to do something so far. But nothing has been done about them. At Udhampur, it is very necessary, because it is a Northern Command Headquarters and booking is

[Shri G.L. Dogra]

absolutely necessary over there, both for goods as well as passengers.

When a ticket collector goes to Jammu, there is no proper arrangement for his cooking and staying, etc. He has to make his own arrangement. When a ticket collector reaches Jammu after having put in 24 hours of duty, which is a very hard duty, he becomes completely tired and it is not proper to ask him to cook for himself and do other things. Therefore, you should look into all these things as far as staff is concerned; all reasonable amenities should be provided to them. Jammu Station is very inadequately staffed and a day train between Delhi and Jammu a vice versa is also required. The member of retiring rooms at Jammu is insufficient and charges are higher than cawnpore and Lucknow.

I request the hon. Minister to look into the conditions at Jammu Railway station where people have to wait for hours together. I requested him to see that sufficient staff is provided there to look after the passengers.

With these few words I thank the hon. Minister and I also thank you because you were able to tolerate. I am in the habit of talking and you are in the habit of stopping.

MR. CHAIRMAN : Shri Ram Pyare Panika.

[Translation]

SHRI RAM PYARE PANIKA (Robertsganj) : Mr. Chairman, Sir, I rise to support the Supplementary Demand for Grants of the Railways. Before I say anything, I would like to congratulate the hon. Minister of Railways for his commendable work. Sir, the Railways are the backbone of our economy. If you look at the progress achieved by the Railways during the last few months, you must also pay attention to the conditions under which it was achieved. It is indeed praiseworthy that the Railways have made progress in

every field, whether it is the rolling-stock or track renewal, in spite of financial and other constraints and we are proud of its achievements.

Sir, till September last, the Railways have handled over one million tonnes of freight, and have also achieved the traffic receipts target. Not only this, the Railways have made progress in every field, whether it is railway operations, railways safety or the catering system.

Sir, the Railway Ministry has two Undertakings under its control, namely, the 'RITES and IRCON. Whereas, there is a general complaint about our public sector that its units are not showing good results, these two companies have earned the distinction of receiving awards thrice within a period of one year. Therefore, I would certainly like to congratulate the hon. Minister. Similarly, in the field of catering, laudable work has been done by introducing the system of supplying meals in aluminium foils. People have liked this system and it has become popular. Therefore, I would request you to expand this work further. Similarly, a number of good steps have been taken with regard to improvement in Railway Stations. So far as the number of accidents is concerned; there has been some decline, though they have not been checked completely. This is because of the fact that the Planning Commission has not released funds according to the demands of the Railways. There was a proposal for renewal of 20,000 kms. of tracks but funds have been allocated for the renewal of only 6,000 kms. Therefore, the Railways deserve congratulations for its achievements in spite of the financial constraints and the Planning Commission should sanction a special grant for the purpose.

Sir, we remember the days when the Janata Party was in power, and the trains were not running due to the non-availability of coal. Coal was not available at the stations. Today, we can proudly say that 15 to 30 days' stock is available with us. Had we had some more time at our disposal then perhaps, we could have handled a few more million tonnes of freight. If



you consider all the aspects, you will find that there has been progressive development in the Railways.

Mr. Chairman, Sir, I would appeal to our young Minister through you, that he should launch a crusade against the Planning Commission to get more allocations from the Planning Commission. The entire House would support him in this endeavour. All round development in the country during the Sixth Five Year Plan could be possible only if the Railway sector progresses.

I would like to give a few suggestions. I hope that the hon. Minister will not disappoint me. I believe that the hon. Minister will not disappoint any Member, if someone happens to approach him for some work ; he will certainly do whatever he can.

In our area, changes were effected in respect of two trains. We are thankful to you for starting Nilanchal Express. In this regard, I request you to do away with the restriction imposed for Mirzapur and restore the earlier position. Had it not been there earlier, we would not have demanded it.

Secondly, the Chandigarh—Hathia Express, which connects Adivasi area with the industrial area, runs only five days a week. We shall be grateful if its daily service is started.

Another train 'Triveni', which runs from Lucknow to Shaktinagar has an unnecessary stoppage at Chopan. I want that it should be made a fast train. It connects the areas of Madhya Pradesh and Uttar Pradesh from Shaktinagar to Singrauli having a population of 10 000. Therefore, it would be much better if it is made a fast train and is run as Shakti Express.

One more train should be introduced for Bombay. There are so many trains for Bombay from Allahabad and as a result of it, the Allahabad station has become over-crowded. We often travel to

Bombay. We want that a new train should be introduced from Varanasi to Bombay via Chunar-Chopan and Katni which is a big tribal belt. So many South Indians are working at Singrauli and this train will be most convenient to them. It will reduce the distance to Bombay and will also cover Chunar. It will be very beneficial to the Railways because it will result in the saving of diesel as well as time.

Therefore, I support the Supplementary Demands of this Ministry and would say, as my other colleagues have also said, that there is no need of any debate on these Demands. Yesterday, a Member from the Opposition spoke on it, but could not understand it at all. No Minister can anticipate as to what report the Pay Commission is going to submit. Only after the submission of the report, the provision for the resources has to be made. I whole heartedly welcome whatever our hon. Minister has proposed.

[English]

**SHRI BASUDEB ACHARIA** (Bankura): This increase in the freight rates announced by the Railway Minister is yet another step of perilous financial position of the railways. The improvement in efficiency, additional earning of Rs. 106 crores and surplus of Rs. 69 crores in the Budget of the current year, all these have been reduced to a whipping deficit of Rs. 415 crores. This 15 per cent increase in the rates of luggage and by flattening the rates of taper for the freight traffic will bring Rs. 315 crores in the last four months of the current financial year i.e. more than Rs. 1000 crores in a full year. This steep increase in the freight rate will definitely affect the prices of essential commodities because the transportation cost will be increased considerably and the impact of rise will be more than what it appears to be. This taper of rates with distances was suggested by the Paranjpe Committee known as Rail Tariff Enquiry Committee, which submitted its report in 1980. While taking into account the progressive decline in fixed cost of haulage

[Shri Basudeb Acharia]

as distances increased, the Committee has recommended a taper that would cover the cost and ensure return to railways over all distances.

14.00 hrs.

This Committee also suggested that rates should taper off more slowly than the costs over shorter distances while they should taper off more sharply for medium and specially for longer distances. But the existing tapering off is more flattened than what was recommended by the Paranjape Committee. The latest increase will further accentuate the distortion that has taken place during the recent years. The latest rate for 2500 kilometres is 52 per cent of the rate for 100 kilometres, that is, double than what was suggested by the Rail Tariff Enquiry Committee. This increase in freight will definitely increase the share of road transport, specially in medium distances. The share of road transport which was only 11 percent in the year 1950-51, has now been increased to 50 per cent and this will further increase because of the increase in the freight rates. The reason advanced by the Minister for the steep rise in the freight rates is that the expenditure will be increased due to the implementation of the recommendations of the Fourth Pay Commission. Is it a fact that the Government was not aware of the recommendations and the obligation that was going to be there? It is rather unbelievable that Government was unaware about the recommendations of the Pay Commission. Why all these were not taken into consideration at the time of formulation of the Budget? The surplus of Rs. 69 crores which was stated at the time of presenting the Budget was rather a deliberate attempt to underestimate the financial position of the Railways.

Another reason was advanced that there will be increase in the expenditure by the adoption of new technology. But the adoption of new technology should help in reducing the operation cost of the Railways rather than increasing the expenditure. Indeed, the Railways require more money. That is why, irrespective of any political

party, in the past we demanded that Planning Commission should allocate necessary funds for the Railways. Railways now want to set up a financial corporation to get Rs. 250 crores during the current financial year. But why should there be a separate financial corporation? Why cannot the Finance Ministry raise this amount and give it to the Railways? The Central Government should not shirk its responsibility in providing investment fund for the Railways as Railways are the important public utility organisation.

14.06 hrs.

[MR. DEPUTY SPEAKER *in the chair*]

The allocation by the Planning Commission has been reduced since the Fourth Five Year Plan. The planning Commission should allocate necessary fund. Why? It is because about 1/3rd of the Railway track is sick. 22000 kms. Railway track is sick which needs immediate replacement. The hon. Minister in his interview with 'Telegraph' has stated—about 4000 km, would be replaced per annum. But where from will this money come? The huge amount that is required for replacement of the railway track? You are also to phase out all these steam locomotives because you are to enter 21st century with electric traction. You have to have diesel traction. There will be no steam traction in the 21st century. Only 1/6th of the running tracks has been electrified. You have to electrify the railway track. You require money for electrification. But you are not utilising your locomotive factory. You are importing electric and diesel locomotives by spending scarce foreign exchange. These locomotives with 6000 kms. horse power—can be manufactured in our locomotive factory with lesser cost. But the capacity of these locomotive factories is not being utilised.

We are very much concerned about the accidents. There have been 14 major accidents in the last 10 months. All these accidents are not for human failure. You are using over-aged track. You are using over-aged engines and locomotives and coaches and wagons. How can you prevent accidents? If a driver is

forced to work for more than ten hours then accident takes place, there is bound to be human failure. We have discussed in this House the accident which took place near Gomo Station. Goods train collided with Morya Express train on 21st July. The driver was forced to work for more than 17 hours, although he asked for relief at three relieving points. The safety rules are now being violated. Trains are now being allowed to move without guards, without proper vacuum certificate.

**MR. DEPUTY SPEAKER :** You have taken fifteen minutes. I have to accommodate many Members.

**SHRI BASUDEB ACHARIA :** The examination of the train after 300 kms has been done away with. Now the examination of the train is done only after 2000 kms. So, this should be looked into if you are to prevent the accidents. Why are you not implementing 10-hour duty for the locomen from signing on to signing off?

Sir, I would like to say now about some of the projects of our State. Much has been said here about Digba-Tamluk line by the Minister and others. The Minister also stated in his reply to my Starred Question that Rs. 1 crore has been allocated for the construction of this railway link, although the estimate is Rs. 77 crores. But I do not find anything either in the Supplementary budget or in the Railway Budget which was presented in February last. But I do not know for what purpose this paltry sum of Rs. 1 crore has been allocated. The estimate is Rs. 77 crores when this will be completed. How much time, it will take? And by that time the cost will also escalate.

Sir, for the construction of the Calcutta Metro Railway, the roads of the city of Calcutta have been damaged. There was an agreement between the Government of West Bengal and the Railway Ministry that the damage caused due to the construction of this Metro Railway would be repaired by the Railways. But this has not been done.

Sir, about the Purulia-Kotahila conversion of narrow gauge into broad gauge,

the estimate is only Rs. 6 crores, and we have been pursuing it for the last 6-7 years and a promise was given about this by late Shri Kedar Pandey in this very House.

Then, regarding the introduction of a passenger train between two important towns of Bihar, one is of coal and another is of steel—Dhanbad and Jamshedpur—there is no railway link between these two important towns although there is a railway line. The passenger train does not run between Patherdih and Sudamdih stations. There the traction is electrified. With a small investment this passenger train can be introduced. So, I request the Minister to look into these matters, and I strongly oppose this steep rise in the rates of goods freight. Thank you.

*(Interruptions)*

**MR. DEPUTY-SPEAKER :** Now, Mr. Sharad Dighe may speak. I request every Member to take only 5 to 6 minutes as there are many Members to speak.

**SHRI SHARAD DIGHE** (Bombay North Central) : Mr. Deputy-Speaker, Sir, I rise to support the Supplementary Demnds for Grants for Railways.

By presenting this Demand the Minister has stated that there has been a good progress regarding Railways. He said that originally it was envisaged that the originating loading target was 267 million tonnes of revenue earning goods traffic and he estimates rightly that it would go up to 270 million tonnes of revenue earning goods traffic. That means, there is excess of 8 million tonnes over the target. I must congratulate him for this progress. However, we should not be complacent about this progress because the Railways are even far from reaching the Sixth Plan target of 300 million tonnes of traffic which was later on scaled down to 282 million tonnes.

Even then, the present figure of 270 would be less than the target of this five year plan. Therefore, I would urge upon the Minister that further steps would have

[Shri Sharad Dighe]

to be taken to achieve the progress and we should not be complacent about the present achieve Now, as far as the demands are concerned, the main reasons for making the increases are four, namely, implementation of the report of the Pay Commission payment of instalments of dearness allowance and railway staff productivity-linked bonus and lastly the increase in disbursement arising out of the liberalisation of Pension rules. They have given rise to nearly Rs. 350 as expenditure. The pension rules have given rise to Rs 350 crore as against the Budget estimate of Rs. 260 crores. Therefore, in all, staff costs have increased the budget by Rs. 590 crores. Therefore, these demands are made.

I would also, as some Members have said, say that they could have been also anticipated when the Budget was originally framed. As far as the Pay Commission recommendations are concerned, they were expecting them and some amount could have been provided in the Railways original budget itself.

As far as the targering freight rates are concerned, I would submit that there should be some integrated transport policy. We have got all the three transport wings under one Ministry for sometime past and, therefore, there should be one integrated transport policy. As was mentioned by one hon. Member, the Paranjpe Committee report in 1980 laid down some guidelines and those guidelines say that transport as far as short distance is concerned, it should be left to the road transport and as far as medium distance and long distanac are concerned, they should be taken by the Railways. If we see the tapering carefully, even the medium distance traffic is diverted practically from Railways to the road transport. We see that the rates curve for medium ranging from 400 to 700 kms. has ceased to be a taper also and it has been completely flattened at that stage so that the shape of road transport in medium distance traffic may have great spurt, and the whole traffic would be diverted to road traffic which is no, desirable at all. So,

from this point of view also, if the occasion arises, this flattening of this taper may be reviewed and again consider from the point of view of principles laid down by the Paranjpe Committee report. With these observations, I support the Railway demand.

MR. DEPUTY-SPEAKER : I hope everybody will follow Shri Sharad Dighe to keep the time factor. Shri K.P. Singh Deo.

SHRI K.P. SINGH DEO (Dhenkanal) : Mr. Deputy-Speaker, Sir, while agreeing with my hon. friend Shri Basudeb Acharia that the supplementary demands generally are bad, I would say that at the end of his speech, he wanted some of his projects to be included in the supplementary budget.

Here, I would say that this is a welcome exception and I welcome it. I would like to congratulate the young and dynamic Railway Minister, the Ministry, the officers and the railwaymen for not only sustaining the good work done in the last year but also improving upon it. This also has been reflected in the Asian Games when the golden girl, Kumari P.T. Usha got gold medals for India. India is proud and I would like to congratulate her through you.

The Economic Survey of 1986 in para 1.13 has complimented the Railways for their excellent performance last year. And in the Minister's reply this year, in the supplementary demand, in which he has improved on the 9.1% by the figure which he has quoted and I congratulate him.

He has tried to mange the deficit of Rs. 590 crores which he has said is due to Pay Commission recommendations, dearness allowance, productivity linked bonus and pension fund increase, by better financial results by various economies. By avoiding large-scale deficit, he has brought it down only to Rs. 95 crores for which I congratulate him.

The Economic Survey of 1986 in para 3.37 and 3.38 has also commented .

"Improved over-all efficiency of railways during 1984-85 and April-December, 1985 was reflected in wagon turn around time—an improved efficiency indicator of wagon utilisation. Another efficiency indicator was the net tonne per kilometre per wagon per day—this also showed improvement."

This has been reflected in the Minister's speech.

"3.38 The railways continued their programme of replacement of over-aged assets and modernisation of operations in order to improve efficiency and safety. However, owing to severe resource constraints, the renewal of railway tracks could not be undertaken at the required level. Against 14,000 KM of track renewals in the Sixth Plan period, renewals of only 9,541 KM were carried out and 1,007 KM of new lines opened up.

In the Seventh Plan, top priority has been accorded to the replacement of overaged assets, maintenance of existing assets and completion of on going projects which add to transport capacity. Technological upgradation and modernisation is also given considerable emphasis.

I am quite surprised to read yesterday's *Economic Times* where the Planning Commission has made certain observations on the performance of the railways.

"Planning Commission unhappy :—Cost and time over-runs appear to have become a chronic feature of project implementation. The Commission is unhappy over the persistent tendency on the part of the Railways towards distortion of investment priorities needs to be avoided. Need to augment provisions for rehabilitation and maintenance of assets

which should get precedence over creation of new assets.

Secondly, the pace of modernisation and absorption of new technology has been slow and preponderance of outmoded technology in the system. Loco fleet is introduced—30 years old design, under-powered and unsuitable for hauling heavier stock trains. Rolling stock designs restrict speed and are inefficient carriers of bulk traffic.

"Immediate concern is therefore to modernise the present network and uparade it to meet the present and future demands.

The railways could profitably adopt a "mission-oriented" approach to high priority areas. The railways should concentrate increasingly on their main functions of providing transport service rather than manufacturing rolling stock and equipment for which adequate facilities are not available in the country."

I would request you kindly to reply to these comments and observations of the Planning Commission.

It is in this context that I would like to draw your attention to the transport policy and what the Planning Commission role has been to help the railways and the transport facilities in the country.

The Pande Committee on Transport was set up by the Government of India. Shri B.D. Pande was the Cabinet Secretary and later on Governor of two States. He has this to say :—

"The formulation of a correct approach to a national transport policy should appropriately begin with an examination of the broad socio-economic objectives and priorities it has to serve, so that the development of the transport

[Shri K.P. Singh Deo]

sector proceeds in close conformity with the needs of the economy.

"Before independence, the transport comprising mainly railways and roads, was developed primarily to provide communications with major ports and longer cities, keeping in view the administrative, strategic and trade imperative of that time."

It was only after Independence the focus was changed. Rehabilitation of Railways and reconstruction of highways was taken after the Second World War. Concern was shown for the first time in rebuilding transport network. Also, for the first time, the initiation of Industrial Development Programme was connected and impact analysis was done in respect of Railways as well as Transport.

The allocations given by the Planning Commission to the Railways and Transport as a percentage of the total Public Sector Outlay is : In the First Plan it was only Rs. 217 crores out of the Rs. 434 crores which was 50% of the Transport Budget but 11 per cent of the total Plan outlay ; In the Second Plan it was Rs. 723 crores out of Rs. 1100 crores which comes to 65.7% and it was 15.4 per cent over-all Plan ; in the third Plan it was Rs. 1326 crores out of Rs. 1983 crores and the percentage of it was 66.9% which comes to 15.4% ; in the Fourth Plan, it came down to Rs. 934 crores out of the Rs. 2522 crores which was 37% of the transport and out of 15779 which worked out to 7 per cent ; in the Fifth Plan (during the period 1974-78) and upto 1980) it was Rs. 1523 crores out of Rs. 4078 crores which was 37 per cent and out of total outlay of Rs. 28991 crores, it worked out to 5.2% ; in the Sixth Plan it was Rs. 5100 crores and the percentage was 5.2. The transport outlay was Rs. 12412 crores out of a total outlay of Rs. 97500 crores ; in the Seventh Plan, it is only 6.8 per cent. The outlay of Railways is Rs. 12334 crores out of the total outlay of Rs. 1,80,000 crores. The Transport allocation is Rs. 22971 crores.

Sir, unless the Planning Commission comes in a big way and there is a comprehensive attempt to prepare long-term transport policy in which the macro-economic plan has to be taken into consideration, there is no use preaching something to the Railways which the Planning Commission has not been able to practice anything. I have all sympathies with the Railway Minister and I urge upon, through you, Sir, the Planning Commission to wake up and take a review and see that they can help the Railways to meet the demands of the country as well as all the observations made by the hon. Members.

Let us take a look at the Indian Railways. It is more than 130 years old with a track distance covering more than 17000 kms of railway line. Right from the pre-Independence era, it was serving a particular service or a particular role. Therefore, The Pande Committee, after its review sometimes before 1980, came to the conclusion that the criteria for choice of new railway-lines should be based on the following four considerations : (a) Project-oriented lines—i.e. to serve new industries and to tap mineral and other resources; (b) serve as missing links which can form alternative routes to relieve congestion on existing long rail-routes ; (c) strategic consideration and (d) development links—to establish new growth centres and to give access to remote areas. These are pertinent suggestions. I would like to quote the Pande Committee Report :

"Therefore, in any region where natural resources on a large-scale are evidently available, in integrated Plan should be evolved to develop new growth centres and promote economic activity, the provision of a new rail link/link being an element in such development plans. In these schemes socio-economic needs and benefits should have priorities over purely financial considerations."

MR. DEPUTY SPEAKER : Please conclude. You have taken more than 10 minutes.

**SHRI K.P. SINGH DEO :** This is a very important matter for our own survival. If you persistently disturb me, I will have to take more time. . . .

**SHRI RAJKUMAR RAI (Ghosi) :** These are very relevant points. He must be given some time.

*(Interruptions)*

**MR. DEPUTY SPEAKER :** Can I allow him ?

*(Interruptions)*

**SHRI MOOL CHAND DAGA (Pali) :** There are 30 Speakers. What will happen if one is given an hour's time and others are given 10 minutes ? This is not fair.

**MR. DEPUTY-SPEAKER :** Mr. Daga, please take your seat.

**SHRI MOOL CHAND DAGA :** The time should be regulated.

**SHRI K.P. SINGH DEO :** "For rationalisation of transport, reducing total transport effort and relieving sections of existing saturated network are important criteria for construction of new rail lines". Therefore, the Pande Committee has categorically suggested and recommended these. The first one was Talcher-Sambalpur railway link. This is in para 9.31.3. This is 171 kms. The anticipated cost was Rs. 58.15 crores. It was due to the kind intervention of the Railway Minister that last year some funds were allocated. Otherwise, the work would have come to a standstill. I need not go into the pros and cons of the Talcher-Sambalpur railway link because the main criteria are that it is helping the economic development of the tribal areas, it is opening up the hinterland of Bhitai, Rourkela, Paradeep and other areas ; at the same time, the distance from Bhubaneswar and Cuttack to Delhi is reduced by 470 kms ; there will be emotional integration of western Orissa with eastern Orissa and the coastal lines.

The second was the Cuttack-Kharagpur-Tatanagar saturated line which could be

reduced by connecting Banspani and Jakhpura railway line which is 176 kms. Only the first phase of Daitari-Jakhpura line which is 33 kms was opened in 1982. Again the Planning Commission is dilly-dallying with it. Although in 1982 the second phase, that is, Daitari-Keonjhar which is 95 kms was sanctioned, so far, no financial allocation has been made. I would again urge upon the Railway Minister to see that this is implemented immediately because there is no point doing things in a half-hearted manner. It has to be a systems approach and not point-to-point approach. This has a further bearing on the industrial development of the entire tribal areas of Madhya Pradesh, parts of Bihar and Orissa where 50 000 tribal workers were affected when the MMTC refused to take the iron ore and chromite ore because they have to traverse a distance of more than 400 kms in a round-about way from Orissa via Bihar, Bengal and then back to Orissa.

The third one is Sambalpur Division where again no allocations have been made. It was in 1984 that our present Prime Minister went and laid the foundation stone and it had raised great expectations among the people. 67 per cent of the South-Eastern Railway passes through the State of Orissa, but we have only one Division, that is in Khurda. If Sambalpur Division comes up, then only proper attention can be given to the development of transport links.

The fourth one is Bolangir Khurda line, 290 kms, which was commissioned for techno-economic survey in 1983. It should be completed because this will again open up the entire tribal belt of Orissa, that is, Phulbani, Bolangir and Puri districts.

**SHRI DINESH GOSWAMI (Guwahati) :** Mr. Deputy-Speaker, Sir, I take my stand here to oppose the Supplementary Demands for Grants brought forth by my dear friend, Shri Machavrao Semdia, and I oppose it on three counts. Firstly, I believe that introduction of Supplementary Demands for Grants for such huge sums and levy of

[Shri Dinesh Goswami]

additional freight tariff makes the entire budgetary process a mockery. We have come to a new experience in this country. Very sweet Budgets are presented by the Finance Minister and the Railway Minister. Thereafter, prices are raised by raising the administered prices of commodities. We have seen the petrol prices being raised almost every year.

Freight is raised. Fortunately fare has not been raised. One can see the reason for this. It is because probably there are some by-elections—a mini election—coming and he does not want to antagonise the voters at this moment. I have no hesitation in my mind that once the elections are over, Shri Madhavrao Scindia will come forward with additional proposals for fare increase also. So, the elementary principle of parliamentary democracy that not a penny should go to the Consolidated Fund of India without the approval of the Parliament, even this notional control of the Parliament, has been given a go-by:

When the Railway Budget is presented we get an opportunity of discussing the freight and fare proposals that are put forth by the Railway Minister. But, now a new device has been introduced wherein the Parliament has no opportunity but to accept it as a fait accompli.

My second objection is that the addition of 15% coupled with 10% supplementary surcharge on goods traffic which the Minister levied on 15.4.1985 is going to have tremendous inflationary effect on this country. Almost all the commodities will be hit with the result that prices will soar, there will be additional dearness allowance, there will be additional pressure upon the Railways and therefore there will be more supplementary grants:

The third ground on which I oppose it is that a totally step-motherly attitude is taken by the Railway Ministry on the north eastern region. Sir, I have spoken in the past with tremendous anguish and bitterness. If I have not been able to be angry and bitter with Madhavraoji today

it is not because I don't want to be angry and bitter but—he is such a charming personality with a captivating smile that I should only be angry with myself for not being able to be angry with him. We also belong to the cricketing fraternity and therefore do not take that because my words are mild, my feelings are not that strong.

After six years of intense Assam trouble, this country committed itself to the economic development of the north eastern region. The Prime Minister set forth a Ministerial Committee and a task force. May I ask the Railway Minister whether it is possible to have economic development in a backward region without proper infrastructural development given to that region? What I find is that when the Railway allocates money, no effort is made to judge the necessity of a particular region on the background of the regional imbalances of this country. We have got the worst railway set up in the north eastern region. In fact, I would like Mr. Madhavrao Scindia to travel with me from here to Guwahati and see for himself what is the condition of the railways there. The time that is shown for Delhi Guwahati in the time-table is 37 hours; but no train comes here without getting late for four to five hours.

There was a long-standing demand for a railway line by the south bank of Brahmaputra and a railway bridge at Pancharatna and Jegigopa. After intense struggle both inside and outside the Parliament it was agreed to. A survey was also conducted and the proposal showed that Rs. 85 crores are necessary for this. But the allocation that was made in the original railway budget was only Rs. 1 crores, which means that even if the construction cost remains the same, it will take 85 years and I hope that Mr. Madhavrao Scindia will also agree with me that there is every possibility that after 85 years there will be no railway and there will be some other type of communication in this country.

We demanded that the railway broad-gauge line should be extended to Tinsukia and beyond, again it was agreed to, but



no amount was allocated ; only Rs. 1000 was allocated, which means symbolically the project has been shown on paper. It is something like inviting a starving man to dinner ; when he comes for dinner place a coconut leaf is placed before him and he is told that hoot has nothing to offer to him. Better don't tell us that these projects have been accepted. In fact, I will submit that this matter should be taken up honestly with the Prime Minister as well as the Planning Commission that when you talk in terms of the development of the north eastern region, development of the north eastern region is not possible if every Minister takes a compartmentalised view on the whole matter. It is no use saying that industries will go to the north eastern region if there is no infrastructure for sending the goods produced in the north eastern region to the outside markets. Therefore, I would say that all the Members of Parliament will be with the Railway Minister when he makes an approach to the Planning Commission for the development of infrastructure.

In the Supplementary Grants you have asked for certain money for repairs and maintenance. We have the worst kind of coaches in the North-Eastern region. In fact, when we travel to Gauhati and beyond we feel as if we are being treated as second-class citizens. Why should there be this disparity ? Is it that we are not capable of properly utilising a good coach ? I believe that there seems to be a completely different type of approach in the matter of allocation of good and bad coaches between one region and another. I know there is difficulty of coaches but it should be equitably distributed.

Sir, we have pressed for long for a Division in Rangia in Assam. May I point out that there was a commitment made in the AICC Session long back when an agitation was going on that a Division would be established at Rangia and on that assurance the agitation was withdrawn ? If a commitment made by a Railway Minister in an AICC Session is not implemented then peoples' confidence in the entire structure evaporates. A situation has now come that there is going to be a

'rail roko' agitation in Rangia for this demand. After long seven years Assam has been free from agitations. Kindly for the sake of the nation do not introduce elements for which there is going to be an agitation in that region again.

The fourth point I would like to make is that you have been kind enough on our request and on our representation to take back some victimised employees of the Assam agitation but I personally requested you to take note of the pay-cut of the employees varying from one day to a number of days. This is an irritating point because Assam Accord is a commitment of the nation not only to the people of Assam but to the whole of the nation and even if one employee feels that the commitment of there being no victimisation is not implemented then it amounts to a failure of the Accord which leads to loss of confidence of the people on the Government of India and also the Prime Minister. I would not like to touch the point of the denial of the back salaries of the victimised employees because you have acted on a circular of the Ministry of Personnel and we are taking up the matter with the Ministry of Personnel. I would like you to take into account a humanitarian aspect. I have been told at the Gauhati railway station that the announcers are only paid Rs. 4 per day. Can you expect a person to survive at Rs. 4 per day ? I do not know if it has been increased. I took it up with your Ministry. I was told it was being considered. I do not know what steps have been taken in this matter.

The last point I would like to make is that the broadgauge railway line should be diverted outside Gauhati because if it is not diverted then Gauhati would be a dead city within 10—15 years. Shri Barsi Lal promised that this will be done. I do not know he has been promoted or demoted but he has gone as Chief Minister of Haryana and with him the promise has gone into wilderness. As, Sir, you are ringing the bell I do not want to come between the time of the other members. I hope the Minister will take into account all the six point that I have made and do justice to the North-eastern region.

[Translation]

SHRI KAMLA PRASAD SINGH (Jaunpur) : Mr. Deputy Speaker. Sir, I support the Supplementary Demands presented by the hon Minister of State in the Ministry of Railways. At the outset, I would like to congratulate the hon. Minister for taking the commendable decision of not increasing the passenger fare. This decision is in the interest of the people. The hike effected in the freight rates is in the public interest and was inevitable to mobilize resources for the Railways. I can say for sure that without such a hike, proper services and facilities could not be made available to the public.

Sir, I do not want to go into the figures at this stage, but would like to give some suggestions, through you, to the Railway Minister.

Sir, when I was an MLA in Uttar Pradesh Assembly, the people of my constituency used to ask for electricity, drinking water, fertilizers, seeds and also trains. I used to tell them that the Railways come under the Union List and only the Union Government could solve this problem. Now, when I have been elected to Parliament, they demand train facility for them. I would like tell the hon. Minister that about 30 lakh people of Eastern Uttar Pradesh are living in Bombay. They come to their native place to attend marriages etc. and face a lot of problems in reaching their homes. They travel in the overcrowded trains and there is no proper travel facility for them to come to their native place or to go to Bombay. In this regard, I have written to the hon. Minister several times and he did assure me but nothing has been done till now. Therefore, today I once again request you to extend the Mahanagari Express from Varanasi to Jaunpur which is a distance of only 58 kms. It can terminate at Jaunpur and can run between Jaunpur and Bombay via Varanasi. It will definitely solve the problem of the local people of that area.

Sir, I come from Jaunpur which is a backward area. There is only one train

'Ganga-Yamuna' which takes 22 to 23 hours to reach Delhi. I request you to introduce a fast train from Delhi to Jaunpur and, if that is not possible, the Paryatraj Express may be extended from Allahabad to Varanasi so that the people of Jaunpur area—which is only 58 kms. from Varanasi—could catch that train at Varanasi. It will solve their problem to some extent.

I would like to congratulate the hon. Minister for introducing Varanasi-Lucknow inter-city train. Lakhs of people of our area are thankful to him for this. I would suggest that an A.C. Chair Car and a Pantary Car should also be attached to this inter-city train. A first class bogie is attached to the train which starts at 4.45 and the passengers from Jaunpur knock at the doors from outside, but the people inside do not wake up. Therefore, I request you to attach an A.C. Chair car to it.

Sir, I would like to submit to the hon. Minister, through you that sometimes first class and three tier bogies are not attached to 135—136 Varanasi—Bareilly passenger train. Therefore, I request you that these bogies must be attached to it regularly and in addition to it, if possible, one extra First Class bogie and a three tier coach should be added to it.

Sir, on a previous occasion also I had pointed out that whenever a passenger falls ill or his condition becomes very serious during the course of the journey there is no arrangement for providing immediate medical aid in the trains. Therefore, I request you that there should be a mobile hospital in the trains in the same way as we have one P.H.C. for one thousand people at Block levels, so that medical aid may be made available to the sick persons travelling in the train. Therefore, I would like to say that a mobile hospital must be attached to the trains. The security arrangements are not upto the mark because no attendant remains in the coach. I have myself seen that. I travelled by the

first class of the Ganga—Yamuna train and there was no attendant in that compartment. I have seen that on some stations the attendant gets down keeping the door open thereby giving ample chance to anybody to enter and steals the luggage of the passengers. The entire luggage of a passenger from our own area was stolen at Etawah. Something should be done in this regard. One Guard should be posted in every coach of the train be it First Class coach, ACC First Class or ACC sleeper. This arrangement should be made,

One of our station is a city station on which you have provided inter-city train—Varun Express. Trains like Him-giri, Ganga-Yamuna etc. pass through this station but there is only one platform on this station. I would request that one more platform should be constructed there. Shed, overbridge, drinking water and godown should also be provided there. I hope the hon. Minister will pay attention to these points.

With these words I submit that the hon. Minister may kindly look into our demands. Supporting these Demands for grants. I conclude.

**SHRI MANIKRAO HODLYA GAVIT** (Nandurbar) : Mr. Deputy Speaker, Sir I Support the Supplementary Demands for Grants for the Railways presented in the House. I also request the Government of India and the Planning Commission that more funds should be made available to the Railways. The Hon. Prime Minister, Shri Rajiv Gandhi implementing several programmes for the development of the Adivasi and backward areas. I want to give certain suggestions about the railway facilities in the Adivasi and backward area of the region of Maharashtra from where I come.

I request that rail facilities should be provided in the Adivasi areas of Maharashtra and Madhya Pradesh. Some 15 years back, a survey was made for constructing new railway line in Manmad, Malegaon, Dhulia, Nardhana and Indore. What

decision has been taken by the railway Ministry for constructing this railway line? If a decision has been taken to construct this line, then in which Plan this work will be taken up? It is an Adivasi area and priority should be given to constructing the railway line in this area. I request that this railway line should be sanctioned.

My second suggestion is that Surat-Bhusawal line was constructed before Independence but till date no facility has been provided on this line. Platforms and sheds on platforms should be constructed there. The railway crossing should be manned day and night. It is very necessary. I request the hon. Minister to provide these facilities.

Thirdly, Surat-Bhusawal line passes through Gujarat, Maharashtra and the Adivasi backward areas which fall under Western Railway and Central Railway. I demand that this railway line should be doubled.

On Surat—Bhusawal railway line the people after felling trees in the jungle, load wood in the passenger train at Bhandbhuja station and carry them upto Byara, Bardoli and Surat. It should be stopped.

Reservation quota for the Scheduled Tribes in the Railways is not filled. This must be filled. Non-Schedule Tribe people are taking benefits in the name of Scheduled Tribes. This should be looked into and Non-Scheduled Tribe people so appointed should be removed.

I am thankful to you for the time given to me for speaking.

[English]

**SHRIMATI JAYANTI PATNIK** (Cuttack) : Mr. Deputy Speaker, Sir, I rise to support the Supplementary Demands for Grants for the Ministry of Railways. The Railways are the wheels of the Indian economy. When we speak of economy,

[Shrimati Jayanti Patnaik]

more attention should be paid to the backward States which are rich in the natural resources, but below the national average in Indian Railway system.

Sir, Orissa is rich in mineral and forest resources but mineral and forest based industries have not developed according to the requirements of time due to lack of infrastructural facilities mainly on the Railway system.

Orissa did not have its due share in the growth of Indian Railways. As one of our Members from Orissa has already explained Orissa did not have due share in the growth of Indian Railways either in pre-independence time or in the post independence time. We are not self-sufficient in the Railway system.

During pre-independence era, the railway lines were laid by the Britishers through Orissa without touching the interior.

After independence, few lines were constructed as project-oriented lines. No other Railway line has been laid either to fill up the missing lines or to develop the potentially rich areas.

Sir, now after a long time, the Talcher-Sambalpur Railway line has been sanctioned but one feels disappointed when we see the provision or the allocation. It is very meagre.

Sir, the State Government is ready to give their own land and the rest of the land which is to be acquired should be done immediately and the work should start full swing. But there, not much work has been done. Until and unless, we get more allocation, I do not think there will be any progress. I would request our hon. Minister, who is very much sympathetic towards the backward regions, that more allocation should be given for the Talcher-Sambalpur railway line.

Sir, about one Railway Division also, as the Minister is already aware, our Prime

Minister has laid the foundation stone and that should be taken up immediately. As almost 5 million tonnes of iron-ore will have to be transported by rail from Banshapani-Badabil Mining area of Keonjhar District, it is essential that 147 kms long link between Banashapani-Daitari should be taken up immediately. This is necessary because as the capacity of railways along the circuitous and crowded route via Kharagpur is limited to only 2 million tonnes. Besides that, the Railways haulage along proposed route will reduce the distance by 330 kms. and thereby resulting in a freight saving of Rs. 50 per tonne which is more significant in the iron-ore export trade. This will make the exports through Paradeep more competitive. So, when the proposal of Hundal Corporation of Korea was under consideration, the Railway Minister should also think that this is the very important line, and as the first phase has already been completed the second and 3rd stage should be taken up. One of our Members has also said about the survey of Khurda to Bolangir via Phulbani should be done and the Minister had assured, in the past that it would be completed by 31st December, 1986. I do not know in what stage it is there. I hope, everybody has faith in our Minister that it will be completed as was already promised by him.

There are some on-going projects, i.e. Raigura-Koraput line—and so many railway works and Mancheswar repair shop is also there and the work is going on, I just ask the Minister that he should consider providing construction office in Orissa also.

15.00 hrs.

Railway is the second largest system under a single management involving a vast exercise. In this, the human resource element also has to be taken care of. For this purpose, the recommendations of the 4th Pay Commission is taken into. The Minister has explained how he is going to meet this additional expenditure i.e. by flattening of the taper in freight tariff, and by a 15% increase in parcel and luggage tariff.

I would like the Minister to see that by this the transporting medium-distance traffic, should not affect the working of the coordinating committee of the three Ministers of Transport who are there to work for an integrated approach to Railways' planning.

After making Rs. 320 crores, Railways will still be left with an uncovered gap of Rs. 95 crores. Railways are the biggest public undertaking in our country. But you have to make adequate allocation of funds. We have seen from the 2nd and 3rd Plan experience that the allocation which was 15.45% then, has been reduced to 6.8% in the 7th Plan.

There is now a proposal to float a Railway Finance Corporation. What are the activities and development programmes to be taken up by that Corporation? The Railways have very much to look to security, safety and punctuality. Above all, they have to see towards efficient management.

Railways are going in for Operation Information Service. Moreover, our hon. Railway Minister has already set the target for its completion. I want to know whether work has started; and what progress has been made.

With these words, I want to add that Orissa should be in the heart of the hon. Minister, and it should be provided with more funds for Railway works.

**SHRI NARAYAN CHOUBEY** (Midnapore): Despite the claim of the Railway Minister, the health of the Railways is very bad. You have seen that suddenly, dozens of trains have been cancelled, in the Northern Railway. Government has not given any explanation as to why these trains have been cancelled.

There is enough confusion in the Press. Somebody says that the Military is moving. Others say goods traffic is going there. As yet, there is no official indication from the Ministry of Railways as to why so many trains have been cancelled. This itself shows that the health of the Railways is bad.

**SHRI MADHAVRAO SCINDIA** : There are operational reasons.

**SHRI NARAYAN CHOUBEY** : I do not know. Operational reasons were there earlier also. Perhaps you have no rakes. (*Interruptions*) And about it, we cannot do anything. This shows that the health of the Railway Ministry is not good. Railways require enough funds. If Planning Commission does not sanction enough funds for Railways, then whatever desires we may express, or whatever demands we may make here, nothing is going to come out of them. The health of the Railways will go worse day by day. So, my first request to the Planning Commission is : 'Allot more funds for Railways.'

This hike in freight has been made in the name of excess expenditure on staff ; it is unwarranted. You hike the prices as you desire. But don't bring in the name of the poor staff. You say that Pay Commission's recommendations have to be implemented, bonus has to be paid, money for pension has to be provided etc. They have to be paid You did know it. Bringing in their name, i.e. giving the dog a bad name and then hanging it, is not proper.

I have to submit that Railways have failed. Kindly go through the figures : from 1950-51 to 1985-86, industrial production in the country has gone up by 732%, whereas freight carried by Railways has gone up from 93 million tonnes in 1950-51 to only to 285 million tonnes in 1985-86. It has gone up only by 285%. If Railways had been able to keep pace with the industrial production of this country, the freight it would have carried would have been 681 million tonnes, and not 285 million tonnes. That would have added enough money to the Railways.

Government has desired that at least 75% of this country's freight has to be carried by Railways.

But, at present, it does not carry more than 30 per cent. The bulk is carried by the road transport. You will be knowing

[Shri Narayan Choubey]

that railways need 5 liters of diesel to carry 1000 km. of tonnes, but the road transport requires 35 litres of oil for carrying the same load ; so seven times to carry load by road transport costs 7 times more than it costs to carry by rail ; and the railway gradually gives up more and more freight to the road transport thus compelling this country to import more and more diesel and more and more petroleum. Government has got the figure of what is the amount of freight that is carried by the railway system. But there is no figure with the government what is the amount of freight carried by the road transport.

Our Railway Minister has given us a book. You kindly see on page 69. Tonnes originating and other goods. Your share in other goods is daily coming down. (*Interruptions*) It was 13.23% now it is 10.13 per cent. Every year it is coming down. More share of freight is being given to the road transport compelling railways to depend only on the bulk traffic like coal, fertilizers, iron ore and ores. We should make inroads in other goods also. What is the amount of freight carried by the road traffic ?

You have gone on shopping spree—new carriages and new rakes throughout the world. People are going to Japan and Germany and France to see new rakes and new technology. This technology will cost us. Is it the proper priority at this moment ? Our rakes are in total doldrums. We cannot make use of 4000 rakes. Now we should have the capacity in our workshops to remodel our rakes ; and for our purpose, the present rakes of that type are quite sufficiently good. But if you require new rakes and new technology, you have them, but that cannot be a priority at this time.

Dangerous trend is being noticed in the Government of India—privatisation of public sector. Tatas and Bajaj have captured Air India and Indian Airlines. I do not know when Birlas will be capturing the railway Board, when Birla will be made the Chairman of the Railway Board. But

I hope it would not be so. But private business has started. Our jobs which were always made departmentally are being done by private parties and private contractors—re-rolling, canning of sleepers, etc. Perhaps these jobs would have been costing more, but these jobs were efficiently done ; and now by having these jobs done by private contractors, we are facing danger to the safety of the Indian Railways. Accidents are taking place. Commissions go there. They say that it is due to human failure ; Human failure what for ? There must be human failure, but what this human failure we have found ?

Regarding railway men, their conditions are not improving. At Kharagpur, we do not get drinking water during rainy season. You kindly look into it. There is a railway line between Patna and Gaya, which was built in 1987, a single line. It is very important because it is linking South Bihar with North Bihar. So, the second line should be made.

The bed rolls in South Eastern Railway is completely in doldrums. You kindly see to it. At Howrah, in the First Class waiting room, you have a very good, a very nice waiting room. In Bilaspur, it is a well and good waiting room. But I think Howrah is much more important than Bilaspore. You just cannot enter the I Class waiting room at Howrah. You enter and see, what its condition is.

A third line from Kharagpur to Panskura, and Kamroop to Biga is immediately needed. And Bongai section, Sealdah-Bongai section is also in bad shape. I have written to the Railway Minister. I request the hon. Minister to visit and see what is happening there in Sealdah.

I again request you to improve the catering system. I do not like the casseroles. We are only required to pay Rs. 1.26 for one, but the food is so bad, that I cannot mention.

[*Translation*]

Rice, Pulses, Chapatis, Achar, Chatni all are packed together. Please save us

from all this, (*Interruptions*) You call it an excuse, you can ask anybody else also.

[*English*]

AN HON. MEMBER : Rest of the suggestions, you send in writing.

SHRI NARAYAN CHOUBFY : I request you to kindly go through the suggestions made by them and see that the Railways increase their earning by making in-roads into the transport of the goods and other commodities. Actually they are getting 72 per cent now, but they can get 28 to 30 percent more from freight.

At the end I hope that enough funds will come to the Railways. I hope Planning Commission will see to it and that the Railways will do their best and the Railways will be back on proper rails.

SHRI BHAGWAT JHA AZAD (Bhagalpur) : Mr. Deputy-Speaker, I have a special hate and love relation with the Railways since I entered this Parliament in 1952. Hardly I missed an occasion to speak on Railways and give my suggestions which included both present criticism, barring few years when I had to miss it.

During the last few years I have seen the Railways doing tremendously well in this country. I do not agree with my friend, my neighbour who concluded just now, who said about with the bad health of the Railways. It is doing a good job and I hope the young Railway Minister who has taken over a big public sector empire, which is the largest in the country today, the Railways, will do better. But for that he has to be careful and careful, coming from a clan where he believes in giving more confidence, more liberal charities and others to his subordinates He should be careful about the Railway Board.

I have given my special comments for the Railways when Shri Kamalapati Tripathi was the Minister, when Shri Ram

Subbag Singhji was there, Shri Lalit Narayan Mishraji was the Railway Minister, when Shri Kedar Pande was the Minister, I have seen a series of Railway Ministers who have been very competent and good. And in spite of their competence one thing always happened and I would like to draw the Minister's attention to it. The moment there was a change in the Railway Ministry, here, the immediate effect was on my constituency in Bhagalpur. Immediate ! Invariably, I am not exaggerating. Immediately after a change in the Railway Ministry, there is a ferry, one hundred years old ferry running between Bhagalpur Buraighat and Bhirpur, that ferry is stopped. Immediately it is stopped. It starts running once and again in another moment it is again stopped. For the first time, I have failed to carry conviction with my young Minister to start it again.

15.13 hrs.

[SHRI ZAINUL BASHER *in the Chair*]

Therefore, people in my constituency have come to believe that I do not have any say now, neither in the Party, nor with the Government.

I want this one hundred year old ferry to be started again. It is said that it is not economical. I say, Mr. Minister, I put a challenge that it is profitable but for your dishonest and corrupt officials. There is a Railway Divisional Office at Sonapur and there is also a big contractor there. This dishonest contractor and the dishonest officials they do not allow the Railway ferry to be run, and they want to run their private ferry there. What I am saying is, Mr. Minister, if you start this ferry, it is going to be give a new line of thinking in the Railway Ministry.

If you have everything else running in surplus, then why this hike ? Please, for God sake, follow the precedent of your old predecessors, competent Ministers—they were equally good. I would request you to start this 100 years old railway ferry between Bhagalpur and Bihpur immediately. Every detail I have worked out on this. Ships were given. They sold away the

[Shri Bhagwat Jha Azad]

ships. Sometimes they said no diesel was available. This Railway Board is a white elephant. They do not care at all for people's feelings and demands. It took me 2 1/2 years to get the fastest train that runs between New Delhi and Gauhati i.e. Tinsukhia Mail. I could not convince them that this is necessary. 50 Members of Parliament wrote, for two years we fought, then ultimately Kamlapatiji said to the then Transport Member, Mr. Kaul : "Mr. Kaul, you are a very wise man. You have specialised in saying no. For God sake, specialise in saying yes at least once." And then started this Tinsukhia Mail,

Now, I will give you another example. From New Delhi to Gauhati fast trains are running. The whole line from New Delhi to Gauhati is double line minus one strip and that strip is between Kiul-Bhagalpur and Bhalpur-Barharwa. Five years back Kamlapatiji sanctioned doubling of this small track. You want more freight to be carried. I assure you that if this small track of 60 to 70 kms. is doubled, you will be able to carry more freight because the whole line is doubled. But the Railway Ministry and the Board have got no wisdom to understand that the whole track is double minus this small strip. And for five years they could not make this strip double. Sometimes, they give Rs. 1 crore and sometimes, Rs. 50 lakhs. The Prime Minister says that once you take up a project, do not keep it staggering so that escalation of prices is not there. This is one classic example of inefficiency of the Railway Board that the whole line from Delhi to Gauhati is double minus Kiul-Bhagalpur-Barharwa. But they do not do it. They have already spent about Rs. 10 crores on this line. Another amount required is about Rs. 6 crores. Rails have been taken there. Bridges have already been started for construction. Now, I told on 31 of October when I was in my constituency on Indiraji's Balidan Diwas—I got a notice hung on the Bhagalpur Railway Station—that this line would not be constructed any more. I want to know whether it is true or false. After spending Rs. 10 crores, more than half of the amount, on this small strip of this very

important line, it will not be wise to stop it in the middle. I would like to know whether this will be done or not.

Now comes the third part. I have withdrawn myself now from this controversy. I have said that I am getting old and young persons have taken over. There is a generation gap between us. I cannot carry my voice to Mr. Madhavaram Scindia. But I did not think that the gap was so big that even this reasonable thing would not carry home to him. Therefore, I have left it to the Bhagalpur people. I have left it out of the hands of the Congress Party. Now, there is an all-party committee in Bhagalpur. I do not threaten with what I said during the time of Kamalapatiji when this double line was sanctioned, that if this line was not constructed which is very useful for you to carry traffic and passengers in that part of the country, *rail ka chakka jam rahega*. Nobody can carry trains in that part of the country.

**SHRI MADHAVARAM SCINDIA :** You get me sanctioned Rs. 750 crores from the Planning Commission.

**SHRI BHAGWAT JHA AZAD :** That is not my job. I know how many new lines and trains you have carried to Madhya Pradesh. That was necessary ! I am only saying, Mr. Minister that this line is being constructed. You have spent more than half the amount. Rails have been purchased. Inspection bungalows have been constructed for constructing the line. Now to drop it in between will not be a wise policy. I hope that Mr. Minister will look into it. Just half an hour before he told me that it shall not happen like this. It will be constructed. I hope it will be done. If it is not done, people will take up themselves.

I hope I have not annoyed the young Minister. I have always seen smile on his face but only on one sentence he has become a little unsmile like. I can say still better things which I have reserved for other occasion.



[Translation]

**SHRI MADAN PANDEY (Gorakhpur) :** Mr. Chairman, Sir, we have been hearing since yesterday the views of the Opposition. They seem to be talking about only one thing, i.e. whether this hike has been due to some unforeseen circumstances. Shri Narayan Choubey pleads the cause of the workers, but for making payment to the workers, should there have been an increase in this tax or not? Secondly, Rs. 70 crores have been shown in the pension account. This must have been causing him pain. But I would like to say that if salaries are increased, the quantum of pension too will increase alongwith that.

**SHRI NARAYAN CHOUBEY :** Was that not known earlier?

**SHRI MADAN PANDEY :** This was not known because we were not aware as to what will be the recommendations of the Pay Commission. This thing could not have been anticipated before hand. This I have submitted in few words.

I want to congratulate the Railways Minister on behalf of the people of Gorakhpur. He has paid attention to certain things which he saw during his visit to Gorakhpur. Avadh Express has been extended upto Delhi instead of Lucknow and its frequency has been increased from three days to four days a week. The people of Gorakhpur congratulate him for this. He also deserves congratulations for connecting Gorakhpur with Gwalior. The people of Gorakhpur say that Shri Scindia, during his visit, had observed certain things but it seems that at the time of dictation, the clerks might have noted two or three things and at the typing stage they might have forgotten to type about Chhitoni-Bagaha Bridge. Similarly, they have forgotten about conversion of gauge on Bhatni-Varanasi section also. I want to congratulate the hon. Minister for setting up a Financial Corporation for the help of the Railways so that the public could be involved. With the earnings which they are going to have, the people will feel involved. But I want to submit that the

people of the country are ready to finance the development work for the backward areas.

Had you sanctioned the Chhitoni-Bagaha Bridge project worth Rs. 80-85 crores and subsequently increased the amount of finance from the proposed amount of Rs. 260 crores to Rs. 300 crores, we would not have objected to that. It appears you must have thought of providing it but at some stage, it has been left out. I also want to submit that though Gorakhpur has been connected with Calcutta, it takes 26 hours to reach there. In the modern age, for such a short distance so much time does not seem to be reasonable. I have given in writing also. I have been informed that presently it is not possible to reduce the timings. I want that it should be converted into a super fast train which should have overnight journey, starting at 4 O'clock so that it may reach Calcutta by 8 O'clock next day. If it is not possible in this age, when will it be possible? If you have forgotten these things earlier, these may kindly be noted now. I do not want to violate the direction of the Chair and therefore, want to give only two more suggestions. You may take more loans through public financing that can be returned, but district Gorakhpur, the half of which does not have even one inch of railway line, should be sanctioned and provided a railway line. It is a vast region. No fast train is available from Bahraich, Lakhimpur, Kheri and Bareilly. It takes 24 hours to reach Bahraich from there. You may take recourse to public financing for the development of these backward areas. With these words, I thank you and request you on behalf of the people of Gorakhpur to visit there and see the projects of the area once again and get them completed in the next year's Plan.

**SHRI RAM BHAGAT PASWAN (Rosera) :** Sir, I whole-heartedly support the Supplementary Demands relating to the Ministry of Railways and I hope that the hon. Minister would certainly fulfil the targets laid down in the Seventh Five Year Plan. The policy of the Government at present is to develop the backward areas. It is a matter of regret that though the distance between Patna and Delhi is 900 kms., it is covered in 16 hours; the

[Shri Ram Bhagat Paswan]

distance between Dharbhanga and Patna which is only 160 kms. is not covered even in 16 hours. There has been a lot of development of Railways since Independence. Late Lalit Narain Mishra and the other Railway Ministers had been quite sympathetic to our area but we regret to say that the Sakari-Hassanpur Railway line project which was surveyed long back has not been taken up so far. The Darbhanga-Samastipur broad gauge line has a distance of 230 kms. But, for want of completion of a 30 kms. stretch, the Northern and the Eastern Railways have to incur a monthly loss of Rs. 22 lakhs as a result thereof and the Government have to spend about Rs. 50,000 by way of labour charges at Samastipur where the broad gauge line terminates. This is a loss to the Government no doubt, but at the same time the people also have to suffer a lot of inconvenience. Besides, Patna, the capital of Bihar, should have connection with the trains coming from southern and western India for journeys to North India. There is a broad gauge line upto Samastipur but the train that used to run from there has been cancelled. Now, the trains originating from Western India or Delhi reach here at 8 or 10 O'clock and the connecting mail train from this place leaves at 5 O'clock. The Railway authorities should consider the prospects of introducing a mail train from this place for the benefit of thousands of passengers who come from southern region. I am pointing to a practical difficulty. If you start a train after six or seven hours, who will wait for that long? At present thousands of passengers travel by buses to reach their destination. The Railway authorities have rendered all the trains of North Bihar useless. Even the railway employees do not like to travel by that train, instead, they prefer to travel by buses. The train takes a lot of time to reach its destination because of the construction of the Ganga Bridge and the journey is becoming very uncomfortable for the passengers. The result is that the private bus owners are earning lakhs of rupees which normally should have gone to the Railways, because the bus takes only three hours whereas the train takes twelve to sixteen hours for the same distance. Therefore, I request the hon. Minister to make necessary improvements in the running of

the trains which run between Darbhanga and Madhubani via Jainagar. It is quite understandable, why people should travel for sixteen to eighteen hours for the same journey which could conveniently be covered in three hours. As a matter of fact, fare for express train is charged who eas it only runs as a passenger train stopping at every station. That was one of the reasons why the passengers did not patronize it. Passengers travelling for short distances may have preferred it but the general public discarded it and travelled by buses instead. The Railways are thus deprived of lakhs of rupees and the big private bus operators are capitalising the situation. The officers of his department often say how a train can be run when there are no passengers and that is why they discontinued it. But all the same, we have to see how far we are doing justice to the common man. Train No. 77 and 78 which used to start from Hazipur and run upto Jainagar had also been discontinued for the same reason. There is a lot of agitation going on for this and several people are being arrested. Perhaps, the Railway Minister and his officers are not aware of it. It is my earnest request that 77 Up and 78 Dn should be immediately restored. Danapur Express should also be restored so that Government continues to get revenue which at the moment is pocketed by the private operators.

We had requested for construction of a broad gauge line for Darbhanga to Samastipur and some amount had also been sanctioned for it. Rs. 69 lakhs have already been spent on its survey. Some MPs were also arrested for they were agitating for its expeditious construction. That stretch is only 30 Kms. but the construction work is being delayed. That is why the general public is agitated. I submit that necessary provision should be made for that line also.

MR. CHAIRMAN : Mr. Paswan, you have made your point. Please conclude.

SHRI RAM BHAGAT PASWAN : I want to make a submission. There is a

proposal to construct a railway line from Labaria to Kusheshwar. I do not know whether it has been surveyed or not but last time we were assured that it would be constructed shortly. It is only 55 Kms. stretch and only Rs. 10 crores are to be spent on it. You might be aware that there is no railway line upto a distance of 200 kms. to the north or to the south or to the east of this place and that is why the need for this line is being urgently felt. Construction of railway lines should be taken up on a priority basis in such areas.

I want to make a submission about passenger amenities. Previously, food was being served in *thalis* in the trains and its rate was also Rs. 3 to Rs. 4 but now it is served in aluminium foils and the rates have also been increased. Perhaps, you have tried to imitate the food that is served in aeroplanes. But there is a vast difference between the passengers who travel by air and those who travel by trains.

MR. CHAIRMAN : OK., we agree that the quantity of food has declined while its rates have gone up. Now please conclude.

SHRI RAM BHAGAT PASWAN : You have fixed the rates between Rs. 7 and Rs. 14. My submission is that keeping in view the complaints from the public, you should stop this system immediately and restart serving in *thalis*. In this connection, many articles have appeared in the newspapers and magazines and several complaints are being received. We, the Members of Parliament, have also written to you but nothing has been done. I do not know why the railway officials insist on aluminium foils manufactured by one particular company of Calcutta. The public has to eat that food. Therefore, I urge that keeping in view the complaints of the people, you may restart serving food in *thalis*.

Another submission that I want to make is about the reservation for the Scheduled Castes and Scheduled Tribes in the railway jobs. You can find out from

the Railway Service Commission as to what is the percentage of reservation that is being given to the Scheduled Castes and Scheduled Tribes in the railway services and whether it is according to the criteria fixed by the Government.

MR. CHAIRMAN : You can say all these things during Budget.

SHRI RAM BHAGAT PASWAN : At present the policy of the Government is being followed. I urge that there should be a representative of Scheduled Castes and Scheduled Tribes in the Commission so that he may see whether the reservation quota fixed for these people is being properly filled and whether the policies of the Government are being properly implemented. Otherwise it becomes problematic and they are not getting even their genuine quota. . .

MR. CHAIRMAN : Kindly sit down now.

SHRI RAM BHAGAT PASWAN : Lastly, I want to say that 95 per cent population of North Bihar. . .

MR. CHAIRMAN : This is not to be recorded.

Shri Ram Bhagat Paswan, whatever you are saying now is not being recorded. Therefore, you may kindly sit down.

SHRI RAM BHAGAT PASWAN : All right, Mr. Chairman, Sir, I resume my seat and thank you.

[English]

SHRI PIYUS TIRAKY (Alipurduars) : Mr. Chairman, Sir, I take this opportunity to draw the attention of our young Railway Minister to certain things. His fore fathers had been the ruling Kings and perhaps that quality he must have. It is because, he has much more responsibility. Always

[Shri Piya Tiraky]

right from the Prime Minister, top to bottom, all are speaking of tribal people and backward areas. But unfortunately, 2 crores of people are living in the Eastern zone and they have asked for a new direct train from Dibrugarh to Ranchi and they have the support of about 25 Members from both the Houses who have requested the Ministry to sanction. Because there are tea gardens from Madhya Pradesh to Orissa and Bihar. All the tribal people are working there. They are very much eager to have a direct train. Now-a-days people want direct bus, direct flight. So, a letter has been received today itself. The request has been very politely rejected. He has said, due to constraint of resources like spare line capacity, terminal facilities and rolling stock, it is not feasible. The line is already there. You have connected Chandigarh because some exploiters want labour there. For Chandigarh, that was possible. But people now want for their own sake a direct train and that demand is a genuine demand. You must have great love for them. You subject in Gwalior, most of them are tribal people. So, please go through the representations which have been signed by a number of Members—about 25 Members of Parliament from Eastern zone, Bihar and Orissa also—and reconsider the issue. I expect this matter will be reconsidered very seriously and sympathetically so that this new train from Dibrugarh to Ranchi must be given to the poor people and the tribal people who are working in Assam and in many projects in the Eastern zone.

There is an agreed policy of the Government that all the district headquarters must be linked with the railway line. In the Eastern Zone, the Government is looking forward and have started some work. I am happy that some work has been taken up and some scheme has been taken up. But they must be expedited because the area has been neglected for years together. You have already taken up the following schemes :

1. Balipara-Bhalukpong—Assam/  
Arunachal Pradesh
2. Silchar-Jiribam—Assam/Manipur

3. Lalabazar-Bhairabi—Assam/  
Mizoram
4. Dharmanagar-Kumar-  
ghat —Tripura
5. Amguri-Tuli —Assam/  
Nagaland
6. Guwahati-Burnihat—Assam/  
Meghalaya

These are the new schemes you have taken. They have to be expedited because Eastern zone is very much in need of Railways. They want to have a connection with the rest of India because we have been neglected and cut-off from the rest of India. That side of the people want to come and see what is India and mingle with the other people also.

PROF. N.G. RANGA : It is necessary, from security point also.

SHRI PIYUS TIRAKY : Yes, we need it from security point of view also. Next thing is, upto Guwahati to Siliguri etc., tea gardens and tea industry are there. These two pairs of trains, 1/2 A.T. Mail and 3/4 Metre Gauge Assam Mail have been cancelled and it is a great loss to the tea garden people, because the tea industry is profitable industry at present. They were used to send the tea packets or tea boxes on trains but unfortunately the trains are cancelled and are not available. So, they are taking to trucks and trucks means increased price and tea planters will be happy if they can avail the train for sending the tea boxes. These two trains must be restored again which have been cancelled to facilitate the tea gardens which are very much in need of loading and unloading facilities for coal and other necessity items needed for tea gardens. Three more trains are coming to Delhi from Eastern side. That is all right. But Mr. Bhagwat Jha Azad has said that with few kilometres of doubling the broad gauge line in Bihar portion, the trains would run much faster. Because of the gaps of few kilometres in Bihar, the trains at present are running slow. I urge the Government to fulfil this gap. The trains coming from

the Eastern region must be faster and they should come in time and the people in the Eastern region should feel that Government is looking after equally all the people in various parts of India.

[*Translation*]

SHRI BANWARI LAL PUROHIT (Nagpur) : Sir, definitely there has been improvement in the functioning of the Railways during the last two years. Just now, we were discussing about the meals. I would tell the hon. Minister that it is a very good step which he has taken for serving meals in the new pack. It keeps the meals hygienic whereas previously, we had to take food in uncleaned utensils. With the introduction of new system, that problem is over. But it needs a little more improvement. The food which is cooked in Delhi is of good quality but the food which is supplied from Amla is not of good quality. It needs to be improved. When I enquired about this, I came to know that South Indian dishes are prepared there whereas the preparations here are North Indian ones. I suggest that an estimate should be made as to how many passengers are South Indian and how many are North Indian. There is no need to be demoralised. It is a good step, and there is need to improve it a little more. This good thing has been done for the first time.

Besides, there is great need for replacement of coaches. Presently, old coaches are in use. Calcutta Express and Calcutta Mail from Bombay pass through our area. The condition of the coaches in these trains is so deplorable that the people do not want to travel by the First Class and they try for three-tier. In this connection, I have written several letters but the position has not improved. Of course, something has been done in the name of repair but that is inadequate. Attention should be paid to this aspect.

Both are prestigious trains. You should pay attention to the trains passing *via* Nagpur. These trains remain overcrowded. The population has increased

with the result that the condition of the trains is such that people are stuffed in them like cattle. In the un-reserved compartments, there is so much rush that it is not possible even to open the toilet door. Once one finds room to sit, one is unable to move anywhere else. Therefore, there is need to increase the number of coaches so as to accommodate the passengers. Presently, only one thousand to twelve hundred coaches are manufactured whereas the requirement is three thousand coaches. Therefore, you should think as to how production of the coaches can be increased.

Today, maximum corruption is there in the Railways. Recently, I read in an editorial that if the work at the upper level is done efficiently, the efficiency percolates down to the lower level. You have started in the right direction. My experience is that if an M.P. approaches at the upper level, his work is done. I may tell for your information that there has been improvement at higher level but at lower level there has not been any improvement. Corruption is so rampant that when we travel, we find that the reservation is shown as full at railway stations, but we do not know how the conductor manipulates, that 20 to 25 berths are found to be vacant in the train.

SHRI MADHAVRAO SCINDIA : I would request the hon. Member that he should send such information to me.

[*English*]

Whenever such a thing happens, they can give it in writing.

[*Translation*]

SHRI BANWARI LAL PUROHIT : I agree that you have even suspended the guilty persons. But

[*English*]

I am writing maximum number of letters to you.

[Shri Banwari Lal Purohit]

[*Translation*]

We have seen in the trains very often that two or three senior Railway officers travel by A.C. You should ask them to check the trains for two hours during their journey of 24 hours. If you do this, there will be less corruption. If possible, you can ask M.Ps. also to do this duty. If you give us power for even two hours in the name of social service, we can show you a lot of improvement. Unless you give us this authority, we cannot do this work.....  
(*Interruptions*)

SHRI MADHAVRAO SCINDIA : My submission to you is that you may kindly note down their names, time, date and the train number and send that information to me.

SHRI BANWARI LAL PUROHIT : We see such cases happening daily.

Nagpur is a centrally located city. It is located in the centre of Bombay and Calcutta as well as Delhi and Madras. Reservation quota for this station is very low. You may yourself get this checked and pay attention to this.

Now I would request for certain facilities for my own constituency which require a small expenditure. There is one Defence Factory in our area located between Kanchi and Ambajari. Nearby, there is a labour colony also. Some 25 to 30 thousand workers work there. There is one railway line also and Defence Department too has no objection to the proposal. I request you to start a shuttle train there. This will benefit the poor labourers.

In our area, there is one Pandwa city. It has a big orange and cotton market in it. You can lay a railway line at a distance of 30 to 40 kms from the place. This will help in the development of the area.

One train for Sewa Gram has also been announced. This Sewa Gram train should be extended upto Bombay. With this

facility, our area will be developed and the poor will be benefited.

SHRI ANOOPCHAND SHAH (Bombay North) : Mr. Chairman, Sir, I rise to support the Supplementary Demands for Grants for the Railways. For the last two years—since Shri Madhavrao Scindia took over the charge of the Railway Ministry—we have been submitting to him the problems of Bombay concerning Railways. Recently, 12 coaches were attached to the suburban train on experimental basis. My submission is that it should not be only on experimental basis. Suburban trains should be provided with 12 coaches. There are five stations on the Western Railway where this train can stop. I request that the platforms of these stations should be extended—

[*English*]

—where there is possibility to extend.

[*Translation*]

By doing so, you will be able to give more facilities to the passengers. Therefore, so far as the question of suburban trains of Bombay on the Western Railway is concerned, you should go ahead with the facility of providing 12 coaches to the suburban trains because the present capacity at the Church Gate station has exhausted. The frequency of this train with 12 coaches, that you have introduced, should be increased and it should be provided with more facilities. It should stop at the maximum number of stations. Wherever the platforms are smaller in size, efforts should be made to extend them and I hope that provision for these works will be made in the next Budget.

So far as the Bombay Suburban trains are concerned, it is said every year that the Bombay Suburban Section is running in loss. However, this is not the real situation. If you want, you can separate the Bombay Suburban from the Central and the Western Zones, and create a new zone in order to know whether the Bombay

Suburban Section is really earning profit or is incurring loss. The position right now is that every train remains over-loaded and carries passengers at least three times its capacity and you get revenue three times more. In spite of such high returns, you can see the conditions under which the Bombay commuters travel. Yet they travel by trains because they have to go to their places of work. Whatever business they have to attend to or in whichever industry they may work, they have to travel by trains in order to reach their destinations. The people associated with the developmental works of the Government compulsorily travel by such trains. Hence, efforts have to be made to give them maximum possible facilities.

A little while ago, I had mentioned about the Railway Bonds. You have just declared that a Railway Financial Corporation would be set up under the Ministry of Railways which will issue bonds in order to raise funds for increasing the facilities in the Railways.

Besides, during your visit to Bombay, I approached you personally, in order to discuss the issue of Diwa—Wasai line. This line is 42 kms. long. You had assured me that you would be taking a personal interest in the matter. Today, this line is functioning merely for the sake of goods traffic. You had said that you would be making more provision for it. Only Rs. five crores are required for this purpose. If the required funds are spent on it, this line can also carry Passenger traffic.

You might be aware that an agitation has been going on in Pune, for the last few months, which was suspended on the Government's assurance that the proposal of starting a train from Pune to Ahmedabad via Diwa-Wasai would be implemented. Yesterday also, I met a Railway official in the Railway Board in this connection. His contention is that the Diwa-Wasai line cannot be opened for passenger traffic until a provision of Rs. five crores is made. Therefore, I would request you to arrange for this money as early as possible, so that

a goods traffic line could be converted into a passenger traffic one. By starting this line, the pressure on Bombay Suburban traffic could be reduced and people could go to Gujarat and Rajasthan from Pune directly. In this way, the pressure on Bombay Suburban trains will be reduced and the people living in places like Pune, Sholapur, Kolhapur will be able to curtail the distance by at least 60 kms. They will have to travel 60 kms. less which would imply saving of at least four hours of journey. At the same time, the hardship of changing trains will also not be there. So, I would request you once again, as I had done during your visit to Bombay also, that efforts should be made to introduce a train on the Pune-Ahmedabad line via Diwa-Wasai at the earliest. It would be better if we could provide money for it as early as possible. If the required infrastructure could also be provided on that line, the work can be done faster and you had promised to make efforts in this direction.

These were the two issues which I wanted to raise. The first concerns Bombay Suburban traffic, in regard to which I had said that it must be made into a separate zone, and necessary arrangements for providing funds must be made in order to provide the required facilities to the commuters. This is for you to see how much money you can allocate for it. With these words, I support the Demands.

SHRI KAMMODILAL JATAV (Morena): Mr. Chairman Sir, I support the Demands for Grants presented by hon. Shri Madhavrao Scindia. During the last two years, there has been a tremendous improvement in the Railways. The travelling conditions of the passengers in all trains have vastly improved as compared to the past. I would like to congratulate hon. Shri Madhavrao Scindia for that. Besides, I would also congratulate him for providing a stoppage to Malva Express at Morena and also for beautification of the station. However, I would also submit, that there is no direct train available for travelling to Ahmedabad and Calcutta from Gwalior. The people living in Gwalior and Chambal region have to go to

[Shri Kammodi Lal Jatav]

Tundla, Aligarh and Delhi to reach Calcutta or Ahmedabad and have to spend Rs. 60 more in the process. Therefore, I would request you to introduce a direct train between Gwalior and Calcutta. Similarly, there being no direct link between Gwalior and Ahmedabad, another direct train may be started from Gwalior for Ahmedabad.

Besides, I have one more submission to make. The Jayanti-Janata Express coming from Jhansi stops at Morena, but the same train does not halt at Morena on its down journey from Delhi. I would request that the Jayanti-Janata Express starting from Delhi must be given a halt at Morena.

I have yet another submission to make. There is a bridge over river Chambal near Dhaulpur which has a very heavy traffic. If this bridge is rendered un-operative due to some reason, then a new bridge will have to be constructed which may take another ten years to complete. Hence, I would request you to construct a new bridge, so that such a situation could be averted.

In my constituency, not even one km. of new railway line has been laid during the last forty years. The distance between Dhaulpur and Amba is 50 kms. I would request you to extend the narrow gauge line upto Amba. Similarly hon. Shri Shantilal Dhariwal has requested a number of times—to extend the narrow gauge line at Shivpur upto Bara. This will immensely benefit the people. With these words, I thank you for giving me time to speak.

**SHRI MOHD. MAHFOOZ ALI KHAN** (Etah): Mr. Chairman Sir, at the outset, I would like to congratulate hon. Shri Madhavrao Scindia on his assuming independent charge of the Railways, after hon. Shri Bansilal left for Haryana to take up his new assignment as the Chief Minister of that State.

I am not in favour of the Supplementary Demands presented here and, therefore, I

oppose them. When we are facing difficulties, why must we praise them? I regret to say that there was a time when no Railway line was there in Etah but fortunately hon. Shri Rohan Lal Chaturvedi became the Deputy Minister of Railways and a new branch line from the main Tundla line was laid, which connected Barhan with Bath. (*Interruptions*) Before 16.00 hrs. I was elected to this House, the then congress M.P. from Bath said in his election meetings that in the event of his being elected again, he would certainly get the railway line extended from Bath. A survey was duly conducted and other formalities were also completed. After I was elected to the Lok Sabha, I asked a question in the House, in reply to which the following figures relating to the losses incurred were given :

1982-83—Rs. 60.60 lakhs

1983-84—Rs. 60.58 lakhs

1984-85—Rs. 41.61 lakhs.

This was the reply that I received. I was very disappointed at the state of affairs. You are not paying any attention to it. What I want to say is that you get the entire rail map of India checked and see—which of the railway lines are economical and which are not. Instead of laying new lines, you may extend the line that I have referred to. But you are not doing it.

Hon. Shri Bhagwat Jha Azad was saying that every Member is concerned only about his own constituency. I am also of the same view that every Member represents his own constituency and looks after the interests of his State. Had hon. Shri Rohan Lal Chaturvedi been here, the line between Etah and Farrukhabad would have been laid. When I am unable to come to Delhi from Bath by train, how can I think about far-off places. The situation is one of being 'nearer the church, farther from the God.' The hon. Members are talking of distant places like Assam and Bengal.

**MR. CHAIRMAN :** You may continue later. Shri P.V. Narasimha Rao.



16.01 hrs.

**STATEMENT RE : DEMANDS  
OF JUNIOR DOCTORS' FEDERATION  
OF DELHI.**

[English]

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT AND MINISTER OF HEALTH AND FAMILY WELFARE (SHRI P.V. NARASIMHA RAO) : Hon'ble Members may recollect the Statement I had made on 10th November, 1986, in regard to the Resident Doctors' strike. I had indicated that though the Doctors had threatened to go on strike, the efforts to find an amicable settlement were still being pursued. These efforts have been continuing and the differences in regard to the various demands have narrowed down.

The finance Minister and myself had discussions with the officials to decide on the concessions we can offer. Even as I am speaking to you, the officers and representatives of the Resident Doctors Association are meeting to thrash out a mutually acceptable solution. I hope that by tomorrow the situation would become clear and I will be able to place the relevant developments and facts before the House.

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16.03 hrs.

**SUPPLEMENTARY DEMANDS  
FOR GRANTS (RAILWAYS)  
1986-87 CONTD.**

[Translation]

MR. CHAIRMAN : Shri Mahfooz Ali Khan, now you may speak for two minutes. Your time is already over.

SHRI MOHD. MAHFOOZ ALI KHAN : I had written to the Minister about this line. The hon. Minister replied that the people travelled there without ticket. I may tell you that this is a weakness on the part of

the Government. Why do they not check it; why do they let them travel without ticket?

In her story titled "Swadeshi Re", Chughtai has written thus—"The train has stopped. I am told the driver has gone to bring wood. He will bring wood, make coal out of it and then the train will move". This exactly is the condition of the branch line and there is nobody to improve it.

Shri Scindia too might have read the theme of this story. He should also pay attention to the railway line of this area. His mother's paternal home is in this area. Shri Scindia should also speed up the railway line work in this area. There is no doubt that our Minister is very competent. He belongs to a royal family and has a very high status whereas I am an ordinary person but he must visit Etah once, only then he will come to know whether it is possible to come to Delhi from Etah or not. I had given a suggestion for improving the Etah line with a request to extend it upto Farukhabad, a distance of 90 kms. The Minister for Parliamentary Affairs is sitting here and she comes from Kannauj. I would request her also that either she should get this extended or a new train should be started since Kannauj also lies on this line and there is only one train Marudher Express available on this line which does not have A.C. and First Class A.C. coaches, (Interruptions) : This is very essential and if it is not done, it would be really disappointing. Shri Scindia is a young, dynamic and efficient Minister and if we do not approach him whom else should we approach in this regard. If he does not want to take up this matter as we belong to the opposition, it will not be good on his part. He should think in terms of country as a whole. The furniture in the waiting room of Tundla Station dates back to 1957. You should also pay attention to such things.

MR. CHAIRMAN : You please sit down. (Interruptions)

**SHRI MOHD. MAHFOOZ ALI KHAN:** I would like to mention one more point. Lucknow Express and Marudhar Express must stop at Daryaganj Railway station which falls between Farukhabad and Kasganj Divisions of North Eastern Railway. Ballapur, which is a halt station at present, should be made fullfledged station. I hope that you would give consideration to my suggestions.

*(Interruptions)*

**DR. CHANDRA SHEKHAR TRIPATHI (Khalilabad):** Mr. Chairman, Sir, I rise to support the Demands regarding Railways, presented in this House. The Indian Railways have certainly showed improvement in its functioning. The Railways have established a record by handling one lakh tonnes of freight more than the target. This is a fact which cannot be denied either by the ruling or the opposition Members. It is also true that punctuality in the timings of departure and arrival of the trains have also been maintained.

Mr. Chairman, Sir, when I saw the booklet on the Supplementary Demands for Grants, I found that a sum of Rs. 80,93,33,000 has been earmarked for the repairs and maintenance of the railway lines. Mr. Chairman, Sir, although the N.E.R. covers the largest backward area, yet it has been allocated only a sum of Rs. 4,20,23,000, whereas a sum of Rs. 13,09,57,000 has been allocated to the South Eastern Railway and Rs. 11,32,05,000 to the Western Railway. Sir, this regional imbalance should be removed. Since, removal of regional imbalance and the backwardness is the object of the Central Government, and the allocations from the Supplementary Demands for Grants made to the N.E.R. is very small, I would request that it should be suitably increased.

Mr. Chairman, Sir, whatever work you take up, whether it is construction of railway station or waiting rooms or whether it is gauge conversion, it should be completed once it is started. In

Northern Eastern Railway, the work of gauge conversion from Gorakhpur to Lucknow was completed in eight months time but I am very sorry to say that the gauge conversion work from Banaras to Bhatni and Bhatni to Gorakhpur has not been completed so far although it was taken up 3-4 years back. Whenever a question is asked in this regard in the House, a stereotyped reply is given that there is paucity of funds. You have to complete this work. It is a different matter whether you complete it in 20 years or in 50 years but the fact remains that the work which can be completed at present at a cost of Rs. 2 crores would require Rs. 72 crores later on. Therefore, I request you that whatever be the work, once it is taken up, you should ensure that it is completed. When you take up dozens of work at a time and abandon them midway, this neither achieves the object of railways now of the Government. It only causes inconvenience to the public and results in large scale misappropriation of Government funds. I would like to submit to the hon. Minister that now it is time to change the line of thinking. A change in the modes of working will have to be effected and the Government will have to think how can they provide the maximum facilities to the public with minimum funds. I am very sorry to say that even today Eastern Uttar Pradesh is backward because all important towns are not connected with the railway lines. Forty years have passed since we achieved Independence. We have been demanding right from the time when Shri Jagjivan Ram was the Railway Minister that Gonda should be linked with Shahjhanva via Gahdaval Bakhra, Bansi, Dumriaganj and Uttraula. Lakhs of weavers live in these areas. The cloth woven by them is marketed to as far places as Assam Meghalaya, and Nagaland. Their livelihood depends on its transportation. In the absence of railway facilities, they find it difficult to get the raw-material and as a result thereof their produce becomes costlier in the competitive market. Consequently, their children are being driven to starvation. There is a place called Bakhra where bronze and copper wares are produced and are also repaired. Because there is no railway line there this craft cannot be developed and as a

result of which lakhs of people are likely to be rendered jobless. There is only one shed at platform no. 1 at Khalilabad station whereas platform no. 2 and 3 are without sheds. You can well imagine the plight of the passengers during summer and rainy season. There is a quota of 30 second class sleeper berths at Basti for those going to Bombay V.T. from Gorakhpur. The waiting room does not have a facility even to accommodate 10 persons, whereas 30 persons arrive and another 30 leave the station, which means sixty passengers. There is no waiting facility for A.C. and First class passengers. Therefore, I request you to provide two separate rooms, one for the A.C. and first class passengers and the other for the passengers of second class with an increased sitting capacity.

Now I would also like to draw your attention to the medical facilities. Train accidents occur quite often railways do not have any arrangement for the diagnosis of the persons who suffer brain injuries. A Cat Scan machine should also be made available so that the persons suffering from brain injuries could be treated. I also want to tell that the persons who travel from Bombay are looted between Bhusawal and Jhansi. Daily, there is a complaint that passengers are looted by the police. The gap of Rs. 95 crores, which has been left even after raising the freight charges should be abridged by checking these thefts instead of levying further taxes. I have seen that the railways spend lakhs of rupees on litigation and even after that the payment has to be made. This should also be looked into so that crores of rupees could be saved. I would conclude with a couplet.

*Unka jo Farj hai, Usko Jaane Wohi,  
Mera jo Farj tha, Maine Pura Kiya.  
Mujhko Tauhin-E-Saki Gawara Na thi  
Jaam Khali tha, Phir Bhi Ushana Para.*

[English]

DR. KRUPASINDHU BHOI (Sambalpur) : I rise to support the Supplementary

Demands for Grants of the Railways in a mood of tension. First, I congratulate the young and dynamic Railway Minister who has brought the railways to the right track as at the time of emergency. It is considered as cerebro vascular system in the country and it is a life line of our economy. In this context, many of my opposition friends have criticised the hike in railway traffic and parcels and they have given the version of Railway Traffic Enquiry Committee. By this they have taken into consideration only one part of the Committee's Report regarding increase in the freight, but they have not taken into account what the same Committee had recommended in 1977-78 price line—Rs. 36,000 crores in two decades the railway will require to make a successful attempt to cater to the needs of the whole country. Now the rate will be more than Rs. 70,000 crores. I will urge upon the hon. opposition members to realise that there is no alternative with the Minister but to increase the traffic rate.

Indian Railway is the second largest railway under single management throughout the world and it is having more than 61,000 route kms, 10 lakh locomotives and at the same time the same number of trains, the passenger traffic travelling daily is more than one lakh; the traffic handled by the railway is 7.5 to 8 lakhs daily. So, it is a gigantic task which the railway is carrying; and to maintain the economy—as all my friends have expressed their views that the Planning Commission should not criticise the functioning of the railways—the Planning Commission must allow more money so that the whole economy of our country will be in a better shape.

The only Indian Railway is serving for social obligations and no other country is dealing with social obligations like movement of military Personnel; they are taking them under subsidised rates; consumer goods, etc. But, at the same time, I request the government and the Prime Minister through the House to see that the economy which we are losing by way of social obligations should be compensated

[Dr. Krupasindhu Bhoi]

by the budget. Since there is a lull in the House, I want to chant a sloka in the House for the knowledge and information of the House.

*Pushpeshu malli, Nagreshu Dilli,  
Naari Surambha, Purusheshu  
Madhavrao, Nripvateshu Rama,  
Kavyeshu Mahakavi Kalidasa.*

My hon. friends, Shri K. P. Singh Deo and Mr. Patnaik have urged the same thing. Unless I repeat that I will be failing in my duty. It is in my constituency. On 14th September, 1984, the Prime Minister, who was then the General Secretary and now Prime Minister, had laid the foundation stone for a Sambalpur railway line and a Sambalpur Division. Last year, Shri Madhavrao Scindia gave Rs. 7 crores and this year he has given only Rs. 2 crores. Instead of riding the ladder, we are coming down. It should be increased. This year, he must give Rs. 15 crores for rail line and 5 crores for the Sambalpur Railway Division. There is a suspicion in my constituency that it is going to be a very small one, but at that time when the foundation stone was laid, the hon. Minister of Railway, Shri Ghani Khan Choudhary had given an impression that a minimum of 18,000 people would be employed. So, it should not be a small one. At the same time, I request the hon. Minister to give a minimum of Rs. 5 crores for the Attapali site which has been decided. At the same time, he should introduce Kalinga Express which has stopped. The condition of the Jakpura Banspani Railway line needs immediate attention and the Hundai Corporation has written to the Commerce Ministry. The Railway Ministry should pursue them the suggestions given by them will fetch Rs. 170 crores to the Railways.

I will congratulate the Railway Minister once again and I will ask the Opposition people not to always behave like the Opposition, they must behave, as responsible people and they must know that the figures, data and statistics show that the present performance of the Railways, for

the last two years especially is comparable to that during the time of the Emergency.

SHRI SOMNATH RATH (Aska): I rise to support the Supplementary Budget. There is a lot of difference between the Budget and the Supplementary Budget. A surplus budget has been converted into a deficit budget for no fault of the Railway department, the policy of the Railway department being to eradicate regional imbalances and to develop areas mostly inhabited by Adivasis, Harijans and poor people I request the Railways Minister to consider the following, —I am not going to repeat what the other Members have said about railways in Orissa. The railway communication in Orissa being the least, the following may be considered.

A techno-economic survey has been conducted for a railway line from Khurda to Bolangir in Orissa. At the beginning it was intended that it will start from Chatrapur in Ganjam district up to Bolangir But it was taken away from Chatrapur to Khurda.

A Port at Gopalpur-on-sea is going to be completed. The Policy or principle of the Government being, development of ports, communication of this undeveloped area is essential. I request the hon. Minister to see that a survey of the railway line from Berhampur to Barpala to be taken up simultaneously to connect the railway line from Khurda to Bolangir. I have written a letter to the hon. Minister and he has replied to say that due to financial constraint it is not possible. It costs only Rs. 25 lakhs and the Orissa Government has come forward to bear it. The Chief Minister has written to the Railway Ministry that the Orissa Government is prepared to pay this amount of Rs. 25 lakhs. So, as there is no constraint of funds, I would request the hon. Minister to see that RITES, which is now conducting an economic survey from Khurda to Bolangir may be entrusted with the survey from Berhampur to Daasapalla connect the above railway line. Because there is no paucity of funds, there is no

restraint on funds, the Orissa Government having come forward to bear the cost, it can be taken up. Also, since the Planning Board of Ganjam district has emphatically demanded the survey to be conducted, I request the hon. Minister to direct RITES to conduct the survey.

**SHRI K. MOHANDAS (Mukundapuram):** I rise to speak on the Supplementary Demands for the Railways. Recently the Railways have increased the freight rate by 15 per cent and the additional revenue to be collected for the remaining part of the year is Rs. 313 crores. In a full year it may be anything around Rs. 1000 crores. By any account it is a very steep increase. This is certainly going to push up prices of practically everything which is transported by the railways. Already the prices of essential commodities are rising. The fresh freight increase will add further to the general price rise.

It has become a regular practice to present huge Supplementary Budget. This practice is meant for dispersing the budgetary imposts over different periods. For example, if all the increases are to be effected in the general Railway Budget, the impact would be very great. So the Government wants to disperse it. This, in fact, introduces uncertainty with regard to the freight planning. One cannot make any advance calculation with at least one year's perspective in regard to the freight rate. This will ultimately affect the freight traffic.

Now, coming to the railway development, my State of Kerala has received scant attention from the Railway Board. The railway investment in Kerala is below the national average. When there are 10 kms of railway lines for a lakh of population at the national level, it is only 4 kms in Kerala. During 40 years of independence, Kerala has not got any worthwhile railway project. The Ernakulam Alleppy coastal line is under construction. This has been going on for quite some time. The original cost of this project has gone up very much. But even now, it is nowhere near completion. In every Budget the

Government makes a very meagre allocation and thus the project has got delayed. I would take this opportunity to request the hon. Minister to make adequate allocation of funds for this line so that it could be completed in 1986-87.

Another important railway line, which has been in demand since long, is the Kuttipuram Guruvayur railway line. A former Railway Minister had even ordered the survey of this line. But afterwards nothing has happened. I need not tell the hon. Minister about the importance of Guruvayur. He must have visited the Sri Krishna Temple at Guruvayur at least once. Lakhs of pilgrims visit this temple. At present, one has to depend entirely.

16.27 hrs.

[SHRI SOMNATH RATH *in the chair*]

on road transport for reaching this place. If this railway line is constructed from Kuttipuram to Guruvayur, this will be a great help to the pilgrims. Moreover, it will be a very profitable line. I would, therefore, request the hon. Minister to make some provision in the next year's Budget for this line and thus get the blessings of Guruvayurappan.

There has been persistent demands for some railway undertakings in the State. When the neighbouring States like Tamil Nadu, Karnataka and Andhra Pradesh have more than one railway undertakings each, Kerala has none. Last year there was a proposal to set up a railway coach factory in Kerala, but due to unknown reasons it was not set up there. This is an example of neglect of Kerala by the Railways. This must stop. Kerala must get its legitimate due. I would, therefore, request the Government to set up at least a railway coach factory in Kerala during the Seventh Five Year Plan.

[Translation]

**SHRI RAM SINGH YADAV (Alwar):** Mr. Chairman, Sir. I support the Supplementary Demands for grants, presented in

[Shri Ram Singh Yadav]

the House by the hon. Minister. The hon. Minister has opened new avenues for the expansion and further development of the Railways by setting up a Railway Finance Corporation. Besides, a Communication Centre has been set up at a cost of Rs. 800 crores, which is very important in itself and would be helpful in increasing efficiency and punctuality in the Railways. I hope that this equipment will not only benefit the Railways but will also be helpful to other departments connected with communications.

I want to congratulate the hon. Minister for paying full dividend this time. Besides, the Railways have reserved considerable amount of funds for wear and tear and have earned a profit of Rs. 120 crores. The hon. Minister, the officers and employees of his Ministry deserve congratulations for that. During the last six months, the Railways have earned Rs. 106 crores more than the target fixed for this period, on account of freight and have, thus, increased their income. It gives us a hope that the Railways will further increase their income. The hon. Minister had submitted a long perspective plan for 15 years a few days back. According to that plan, you will need about Rs. 45,000 crores for the next 15 years. You have formulated the long perspective plan for the period 1986 to 2000 A.D. with an outlay of Rs. 45,500 crores. As such, you will need Rs. 45,000 crores out of which you hope to get Rs. 20,000 crores from your own income and another Rs. 25,000 crores from the wear and tear fund. I hope that the measures adopted by you in this Department will provide a new direction to the Indian Railways and, they will be helpful in evolving new programmes for expansion.

I thank the Railway Minister for giving consideration to a new railway line project for Delhi which will be 36 kms. long and will facilitate smooth flow of traffic in the city.

The Railway Minister deserves thanks also for paying attention to observing punctuality in running of trains and now the trains adhere to the time schedule.

Coming to my own constituency, I would like to tell that during the Monsoon Session, I had stated through a question that the Railway Ministry had agreed in principle to construct a railway over-bridge in Alwar. You too had agreed in the House that you were ready to construct the over-bridge. I had raised this question on 24.7.86 in reply to which your reply was :

[English]

"The Western Railway and the State Governments are jointly examining the proposal for construction of a road bridge in replacement of existing level crossing near Alwar station... After finalisation of the proposal the work will be considered for inclusion in the works programme subject to priority accorded by the State Government and availability of funds."

[Translation]

I would like to submit that all formalities in this connection had been completed. The local Urban Improvement Trust had told you that they were ready to release matching grant. The Survey work had also been completed. In reply to a supplementary, you had told that it would be constructed in the near future. I want to remind you that it has not been included in the current Supplementary Demands presented by you. I hope that you will include it in the next Budget or in the Supplementary Demands for Grants that would follow.

I would also submit that the Alwar-Mathura line project was initially estimated to cost about Rs. 34.74 crores. This project was commenced in 1983-84 and now its cost has escalated to Rs. 44.56 crores. During this period the pace of work was very slow the funds released were too meagre. The cost has escalated by Rs. 10 crores within four years and if the present trend continues, the project initially estimated to cost Rs. 34 crores will cost Rs. 20 to 30 crores more in the coming two

to four years and, thus, the cost will exactly be doubled. In the last Monsoon Session, I had pointed out that farmers had not been given compensation for their lands which have been acquired for the project. Land for railway track has been acquired but no compensation is being paid to the people. In reply to my question on 31 7 86, it was stated that :

[English]

"Advance compensation could not be paid to Land Acquisition Officer, Alwar in 1985-86 due to constraint of resources. Action is being taken to deposit the compensation amount now demanded with Land Acquisition Officer, Alwar."

[Translation]

You know how precious farmers' land is? They could not grow anything on it during the last three years. Therefore, you must take immediate action in pursuance of your assurance given in the House.

The Chetak Express starts from Delhi. Now the departure time has been changed to 12.15 from 12.35. There is a Railway Station named Baswa near my constituency. A two minutes halt at that station has been given to it whereas I have been trying for the last six years to get a two minutes stoppage to this train at Harsauli railway station. It connects two tehsil headquarters and one sub-division headquarter. There is no other mode of transport available for the passengers there. Therefore the Chetak Express should halt for two minutes at Harsauli railway station. There is no road connection between Alwar and Rewari and, as such, travelling between these two places can be possible only through this train. I fully hope that you will give necessary orders for giving a two minute stoppage to Chetak Express at Harsauli station. I hope that you will consider it sympathetically and will order an immediate action.

[English]

SHRI C.P. THAKUR (Patna) : I congratulate the young dynamic Minister for increasing efficiency in the Railways. He assures that further revenue will be earned by increasing efficiency.

Regarding utilisation of other sources for earning revenues, Railways in the past started carrying accompanying luggage of the travellers of the Indian Airlines. But it was discontinued because of theft. This should also be utilised for earning more revenue.

Regarding curbing claim and corruption, if it is minimised, this will further increase revenue of the Railways. But the Report is completely silent on this point.

Coming to some of the local problems—creation of Zonal Headquarters for Bihar was almost finalised when Shri Kedar Pandey was the Railway Minister but, unfortunately he died and it did not mature.

There should be rail bridge over Ganga at Patna. When Shri I.N. Mishra was the Railway Minister, this had almost been finalised. Unfortunately, he died and this scheme has been pending since then.

Bihar is not connected with South with any good train. Bombay is the economic capital of India. It is not connected by any good train with Bihar. This may please be looked into.

I requested for extension of Mahanagri and Ganga Cavery to Patna. I am not interested in this train only. You can provide for any extra fast train connecting Patna with Bombay and Madras—i.e. Patna with South and Bombay.

Our Governor of Bihar wrote about connecting Patna with South.

The area between Patna and Gaya is over-crowded. There should be double line between Patna and Gaya.

[Shri C.P. Thakur]

There was private rail service between Patna and Islampur. This has been discontinued and it has been taken over by the Railways. You may please start rail service in that area.

There are certain facilities which the passengers of Bihar want i.e. Pantry and dining car between Patna and Ranchi Section. Ranchi is the second capital of Bihar. There is a High Court there. Provision of A.C. Chair car between Ranchi and Patna should be there.

Today there was debate in this House that there is lot of unrest in the tribal area of Chota Nagpur. There was assurance that the socio-economic problem in that area will be solved. Many headquarters are not connected with train service. I request that there should be conversion of meter gauge between Ranchi and Lohardaga. There is a small area between Ranchi and Tori. Ranchi and Tori may be connected with train service. It will provide facilities to the people of that area.

Hazaribagh, another district headquarters, is not connected with the train service. Then Dumka should be connected by rail. Sitamarhi, another district headquarters, is not connected with train service. There should be train services for all these district headquarters. So many district headquarters in Bihar are not connected with railway service.

Sir, there are smaller problems like construction of overbridge near Banka Ghat and Ranipur Khirki near Patna. I think that this small problem can be solved by the Railway Minister.

There is one small station Dubaha in the North-east Railway. A lot of people come to that station. So, there should be some extension of facilities such as waiting rooms and stoppage of more trains there. The waiting rooms in the Railways are mostly occupied by the RPF people. So, I request the Minister to look into this. I

hope the demand of Bihar will be taken note of. Generally in the first letter the Minister writes that the matter is 'being looked into' and in the second letter he writes that 'it cannot be done'. That should not be the case. So, I request the Minister to consider the various demands of a backward State like Bihar.

DR. DATTA SAMANT (Bombay South Central): Sir, a provision of Rs. 519 crores was made in the Railway Budget for implementing the Fourth Pay Commission's Report. It is quite unfortunate that in this House the Report of the Pay Commission concerning 52 lakhs of the Central Government servants has not been discussed. In fact it should have been discussed, but this Government has no guts or they are afraid of discussing it because of the labour problem. So, that should be discussed and implemented immediately.

Sir, the workers of the Railways are only about 15 lakhs and the annual burden on the Government will not be more than Rs. 250 crores or Rs. 303 crores. But in these four months—I am talking of only wage rise—you are going to collect about Rs. 330 crores because of the increase in the freight rates and parcel rates. In 1987-88, by this increase in the freight rates, the hon. Minister is going to collect about Rs. 1000 crores per year. At the time of Budget in March you said that there is not going to be any rise in the passenger fares and freights, but next year you are going to have about Rs. 1000 crores because of the rise in the freights. So, this is the way the Government is working—by backdoor entries. For publicity's sake, they talk about workers. I am asking a categorical question—you are giving bonus every year. It is a burden of about Rs. 250 crores or so. Why has not the hon. Minister made this provision at the time of the budget this year? At that time you did not increase any rates for the sake of publicity. Such type of things should not have been there. Because of the classification of various categories of cargo this freight rise will not be 15 per cent, but it is going to be more. (Interruptions).



Some provision was made in the budget for the arbitration and court settlement.\*\* He should clarify it. This is regarding the Shivpuri Court in Madhya Pradesh. On 22nd August 1985 a settlement was made out of court between Gwalior Forest Product Ltd. and \*\*, a clerk in the office of the Divisional Manager of Railways, Jhansi. A few acres of land including the railway station building was given to the Trust by the Railways and for that only Rs. 6252 were given by the Trust to the Railways. This is a big land on the Bombay-Agra road. Its value is a few lakhs of rupees. \*\* who is the owner of Gwalior Forest Product Ltd., is a Managing Trustee of Scindia Trust and therefore, the hon. Minister must explain this dispute because the case is pending in the Shivpuri Court for 8 years. It is a very serious matter.\*\* So, let us be very clear about this. In fact, the hon. Railway Minister should make a statement when such a type of allegations are made and when inquiry is called for.

AN HON. MEMBER : It is a wild allegation.

DR. DATTA SAMANT : It is not a wild allegation. The land belongs to the Railways.\*\* Managing Trustee of the Scindia Trust got the case settled out of court. (*Interruptions*.) Only for Rs. 6000/- it was settled.\*\* is a trustee in the Scindia Trust. (*Interruptions*.) The hon. Minister can explain it.

KUMARI MAMATA BANERJEE : This is irrelevant.

MR. DEPUTY-SPEAKER : Don't involve the person. I will not allow that. You do not bring the person's name. I cannot allow it to go on record.

(*Interruptions*)

The name would not go on record.

SHRI BANWARI LAL PUROHIT : Sir, you should expunge it.

DR. DATTA SAMANT : It was pending in the court for 8 years. The whole land is given for Rs. 6,000. (*Interruptions*)

MR. DEPUTY-SPEAKER : I would not allow this.

DR. DATTA SAMANT : For 8 years, it was going on. These are the things which are to be cleared. Let the Minister explain. Why was it not settled for 8 years ? The land belongs to the Scindia Trust. 8 years, it was in the court. It was settled by the trustee of the Scindia Trust.

SHRI AJAY MUSHRAN ; Sir, on a point of order.

MR. DEPUTY-SPEAKER : What is your point of order. I have already told that it will not go on record.

SHRI AJAY MUSHRAN : Sir, my point of order is that the hon. Member is planting doubts about the working between the Railways and some Trust. But he has no right to bring the Minister into it individually and those remarks must be expunged. This is my point of order. You must expunge those remarks.

MR. DEPUTY-SPEAKER : I have already said that it will not go on record. I have already told that. Why are you bothering about that ?

DR. DATTA SAMANT : Everything will come on record.

MR. DEPUTY-SPEAKER : If there is any allegation involved, I will not allow it to go on record.

DR. DATTA SAMANT : \*\* is the trustee of the Scindia Trust. It should be on the record. (*Interruptions*.)

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA) : Sir, it is an important discussion on Railways. We have already listened to him. The reply is also to come today.

**MR. DEPUTY-SPEAKER :** Any allegation involved will not go on record.

**DR. DATTA SAMANT :** Sir, he is the managing trustee of the Scindia Trust. It was settled out of court.

**SHRI V. KRISHNA RAO** (Chikballapur) : That is not the way of bringing in allegation.

**MR. DEPUTY-SPEAKER :** Please wind up. You are unnecessarily wasting time.

**DR. DATTA SAMANT :** My time was taken by arguments. Now, I come to Bombay. Sir, Mankur-Belapur line is pending for a number of years. Everybody including the Ministers and the House are taking stepmotherly attitude regarding Bombay, as if Bombay is good only at night. Regarding this railway line, the State Government is prepared to spend 70% amount and the Central Government is to spend only a small amount. It will also be recovered in 5 years. Further, it can be used everywhere. It is an income. It is not merely an investment by the Government. Similarly, Mumbra-Bhasin railway line was completed 6 years back. But at present, only goods traffic is there. Passenger trains should also be introduced so that it would connect Central Railway and Western Railway. Island platform at Badar is to be taken up. It is pending with you for a number of years. It involved only an expenditure of Rs. 7 crores. It can give relief to about 4 lakh passengers.

Regarding double unloading system at V.T., some stables and lands at Carnak Bunder should be taken possession of so that work may be started.

**MR. DEPUTY-SPEAKER :** You give in writing. Please sit down.

**DR. DATTA SAMANT :** In Bombay, there are stations between 2 kms. and even for travelling 2 kms. or one km. a

passenger has to pay one rupee as ticket. Therefore, this should be considered and the amount may be reduced.

**SHRI I. RAMA RAI** (Kasargod) : Mr. Deputy-Speaker, Sir, I am supporting the Demands for Grants relating to Railways. I am grateful to you for giving this opportunity and I should thank the Minister for having given some attention for the Kerala line, especially from Shoranur to Mangalore. This line passes through a very thickly populated area and people on both sides of the railway line are anxious to see the development of railways. At the same time, their existing rights of crossing the railway line for transport should not be disturbed. Most of the unmanned level crossings are being closed.

I have one suggestion regarding the over-bridges. Most of the over-bridges are yet to be completed in that lines. Usually, the railways ask the State Government to give money for the construction of the over-bridges. We know the plight of the Kerala Government where there exists scarcity of funds. Usually, the ideas of constructing those bridges are dropped though these bridges are vital for the day to day transport of the people of that locality. I suggest that the funds either from the Central Road Fund or some other Fund may be diverted to railways and railway ministry straightway utilises the funds for the construction of the over-bridges instead of going through the paraphernalia of State Government procedures.

One more idea is the mobilisation of fund. On this Mangalore-Shoranur line, there are lot of valuable lands possessed by railways. I suggest that some remunerative scheme in those areas such as shopping centres and get enough recurring income for the railways.

**SHRI MOOL CHAND DAGA :** The hon. Minister should be asked to give his reply tomorrow.

**SHRI I. RAMA RAI :** The long-distance trains are made to wait unnecessarily.

**MR. DEPUTY SPEAKER :** Mr. Daga, please take your seat.

**MR: I. RAMA RAI :** Railway officials can pay attention to see that long-distance trains can be given some stoppings in some of the important stations on the Mangalore-Shornur line since for crossing of trains, these trains are made to wait unnecessarily. Most of the basic amenities put forward by our friends have to be provided in my line also.

The hon. Minister air dashed to our area last time when a train accident took place there. I request him to travel by train to such far off places once in a way, especially in the Mangalore-Shornur line, to see for himself the basic amenities in that line.

There is a proposal for the survey of Mangalore-Udupi line. The survey work, I hope, must have completed by this time but before our term in this Parliament expires, we hope to have that line completed.

I once again ask for the speedy implementation of the on-going works at present, especially my Station Kasargod Station which is reaching completion. They have to get some more amount from the Railway Ministry for the completion of the reconstruction and remodelling of the railway station. I hope the hon. Railway Minister will pay attention especially to the undeveloped far off places of our country with regard to railways.

[Translation]

**\*SHRI V. KRISHNA RAO** (Chikaballapura) : Mr. Deputy Speaker, Sir, I whole heartedly welcome the Supplementary Demands for Grants in respect of Railways for the year 1986-87.

Our young and dynamic Minister Shri Madhava Rao Scindia is doing very well

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\*The speech was originally delivered in Kannada.

to improve the performance of railways. The trains are maintaining punctuality. There is considerable improvement in the quality of catering services. The cases of thefts and robbery have come down to a great extent. These are some of the examples of the improvement in the railways. Therefore, I congratulate the hon. Minister Shri Scindia for his efficient functioning and put forth a few suggestions for his kind consideration.

There are thousands of gangmen in the railways who are working as daily wage employees for the last eight to ten years. I urge upon the Minister to kindly regularise their jobs.

A vast area of the railway land has been taken over by the farmer and they are enjoying the benefits of this land for the last several years. If the railways are able to get back this land it can generate revenue worth several crores for the railways.

The conversion of Bangalore-Mysore metre gauge line into broad gauge is a very long pending demand of the people of Karnataka. Many thousands of passengers are travelling daily on this route. This demand persists since the time of Shri H.C. Dasappa the then Railway Minister. As promised by Shri Bansi Lal a daily train between Delhi and Bangalore must be introduced at the earliest.

Bangalore-Miraj line is also a very important line which connects north India with South India. It will also be boon to the people who would be travelling towards Bombay. This high density route must be converted into a broad gauge line immediately.

There is a narrow gauge line between Yelahansa and Bangarpet. A train with a few passenger coaches runs on this line. There is move to stop this service. Instead of stopping this service I demand that this route should be converted into broad gauge line as it is serving a very useful service to the people of this area.

[Shri V. Krishna Rao]

A survey has been conducted to link Bangalore and Tirupati via Madanapalli. I request the hon. Minister to take up this work very soon as it enables thousands of pilgrims of Karnataka to reach Tirupati with ease.

From Bangalore city there is only one train which goes to Guntakal at 6 P.M. There are no trains thereafter throughout the night. There are several important places like Raichur, Mantralaya, etc. on this route. Hence it is very essential to introduce a train between 8 and 10 P.M. on this line.

There is not a single train which runs directly between Bangalore and Varanasi. Ganga Kaveri train runs between Varanasi and Madras. At least 4 bogies should be attached to this train from Bangalore so that pilgrims and many other passengers of Karnataka can travel to Varanasi directly.

Kittur Express runs via Balgaum. This is a very important train in that area and there is a long pending demand of the people to change the name of the train. Like Jhansi Rani Laxmi Bai Kittur Rani Chennamma was a great freedom fighter. I plead with the hon. Minister rename Kittur Express as "Kittur Rani Chennamma Express". This would certainly inspire the people of that area, and finally I would end with a request. Chikkaballapura is noted for potato cultivation and potato grown here are sent all over the country especially towards north India where there is a great demand for this variety. With growing cultivation of potato and traffic on this line it has become absolutely necessary that more seats should be earmarked for the trains passing through this place. In particular I would suggest that atleast 6 seats should be reserved and booking facilities made available to Chikkaballapur in Karnataka Express and Nizamuddin Express. With these the difficulties will be solved to some extent. I hope and trust that the hon. Minister would kindly concede to this very modest request of this area. Once again supporting the demands I conclude my speech.

17.00 hrs.

# STATEMENT RE : STATUTORY MINIMUM PRICE OF SUGAR CANE FOR 1987-88

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF FOOD AND CIVIL SUPPLIES (SHRI H.K.L. BHAGAT) : The Central Government fixes the statutory minimum price of sugarcane payable by the sugar factories for each season, under the Sugarcane (Control) Order 1966. Upto the season 1985-86, the cane price was being fixed at the commencement of the crushing season. However, while fixing the prices for 1985-86 in November, 1985, the Government had also announced that the statutory minimum price of sugarcane payable during the season 1986-87 (1st October 1986 to 30th September, 1987) would be Rs. 17.00 per quintal linked to 8.5% recovery with proportionate premium for higher recoveries. This practice of announcing the cane price a year in advance is intended to enable the cane growers to know the minimum price that they would be getting for their produce.

Continuing this practice, which was started last year, the Government have decided that, for the next season 1987-88 (beginning from 1st October 1987), the statutory minimum price for sugarcane would be fixed at the basic level of Rs. 18.00 per quintal linked to a recovery of 8.5% with proportionate premium for higher recoveries. This marks an increase of Re. 1/- per quintal over the price fixed for 1986-87.

## SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS), 1986-87—Contd.

[Translation]

\*SHRI A.C. SHANMUGAM (Vellore) :  
Mr. Deputy-Speaker, Sir, on behalf of

\*The speech was originally delivered in Tamil.

A I.A.D.M.K. I welcome the Supplementary Demands for Grants for Railways brought forward before this august House by the hon. Railway Minister. But, at the same time, I would like to point out certain defects in this proposal. Sir, some hon. Members of this House have all praise for the hon. Railway Minister for his pragmatic approach in solving the problems. I am also prepared to join them in their praise provided the hon. Minister considers some new schemes for implementation in Tamil Nadu.

Sir, the hon. Minister has in his proposals estimated an additional yield of Rs. 313 crores by way of increase in freight rates. He says that this increase in freight rates is to meet the increase in the salaries, wages and additional DA and bonus to be paid to the railway staff consequent on the acceptance of the Pay Commission's recommendations by the Government. But it would be appreciated the additional payment to be made to the staff is met out of the General Fund of Central Government. Mr. Dutta Samant has said they have estimated this yield of the order of Rs. 313 crores, but actually the collection would about Rs. 700 or Rs. 800 crores in a year. I would like to know whether the Railway Minister would consider taking up some new schemes with the collections of this amount. In the March '86 budget, the then hon. Railway Minister mentioned an anticipated net traffic income of Rs. 106 crores.

Sir, the additional collection of freight charges would not affect the rich people and the producers. Suppose the price of a particular consumer item is Rs. 50, the sellers would increase the price of that item by adding 15% to the price. So, the whole burden would fall on the common poor people. Therefore, I would request the hon. Railway Minister kindly to consider this and withdraw this hike in freight rates. The government is known for its good administration if the public utilities are not touched whenever the government proposes new taxes. For example, in Tamil Nadu, the Government has not increased bus fare even though the World Bank has been insisting on the State

Government for the increase before it could consider giving loan to that government. The Tamil Nadu Government has not agreed to it because it would greatly affect the poor and common public. The World Bank has also insisted on the Tamil Nadu Government for increasing the power rates. But the Tamil Nadu Government did not agree to that proposal and they are giving power free of cost to the poor farmers having pump-sets in their fields. They are also giving electricity free of cost to each hut in the villages. In this way, the Tamil Nadu Chief Minister, Dr. M.G. Ramachandran has been helping the poor and the weaker sections in Tamil Nadu. I would like to know whether the Railway Minister has plan to keep away Tamil Nadu from the map of railway network of the country. My friends from Kerala and Karnataka have said that their States have not been considered for any new schemes. But I would stress like to draw the attention of the hon. Minister that Tamil Nadu has been completely neglected in the matter of new railway lines and other facilities. In Tamil Nadu, not a single Kilometer railway line has been laid for the last many years. But at the same time, many new railway lines have been laid in the Northern part of the country. I understand that an amount of Rs. 160 crores was sanctioned for track electrification in the Northern Railways. Out of this, about Rs. 60 crores have been surrendered. If this huge amount is allocated for the Southern Railways, they can take up 3 or 4 new schemes for the Southern States.

I come to next point. In 1983-84, the Centre had sanctioned Rs. 53.46 crores for Rapid Transit System to be completed in Madras. Now, the cost of this scheme has gone up to Rs. 91 crores. If the Government sanctions only two or three crores of rupees, the work cannot be completed within the stipulated time. Therefore, whatever scheme is approved, Government should sanction at least 1/3 of the cost of that scheme and complete the work within 3 or 4 years. When the hon. Railway Minister visited Madras recently, he promised to sanction an amount of Rs. 2.5 crores for this work. But I understand that the Railway Board Members have not

[Shri A.C. Shanmuagn]

sanctioned that amount. I would request him to sanction this amount immediately. Moreover, Sir, the Central Government is insisting the State Government to contribute 50% of the cost of this work. I may point out here that the State Government would always come forward to give land and other facilities, but it is not possible to meet 50% of the cost of the works. In this context, I may submit that recently the subjects of Education and Forests have been brought under Concurrent List. If the Centre considers bringing Railways also under the Concurrent List, then the State Government is prepared to meet 50% of the cost of all the schemes. The taxes freight charges and fare are collected by the Centre and the administered prices also go directly to the Centre. The State does not get a single penny out of this.

Sir, according to the Census, there are about 70 lakhs of people in Madras City. In this about 20 lakhs of people go out of Madras and return to their homes in the evening. In another 4 or 5 years, the Madras City will have to face possible traffic congestion. Therefore, to avoid this situation, the Rapid Transit System should be completed on a priority basis. It was planned that the Calcutta Metro Railway Scheme was to be completed at a cost of Rs. 100 crores. But due to inordinate delay in completing this work, the cost has escalated to Rs. 1000 crores or even more. Likewise, the railway line construction between Karur-Dindigul was estimated to cost Rs. 19 crores, but because of inordinate delay in completing this work, the cost of this work has gone up to Rs. 52 crores. So far, the government has sanctioned only Rs. 4.3 crores for this work. Whatever railway line constructed there, is getting rusted. Therefore, I would request the hon. Minister to look into this and do the needful. I would also request him to consider doubling of the electric traction between Tambaram and Madras Beach.

Another important work to be taken in hand is the Mana-Madurai-Rameswaram bridge repair work. In the last budget only one lakh rupees were sanctioned for

this work. The total estimated cost of this repair work was Rs. 50.5 lakhs. I would therefore request the Government to complete this repair work immediately. All of us know that Rameswaram is a very important pilgrim centre.

Sir, in my constituency, that is Vellore, near Katpadi junction, the present bidge connecting Vellore and Chittoor is very narrow and because of this many accidents have taken place. It is therefore necessary to broaden this bridge. Another long standing demand from the public is that at Vellore Railway Station a bridge should be constrocted across the railways lines. The railway lines cut across the Grand Trunk Road. It is all the more necessary to construct an over-bridge at this point. Sir, I would also request the hon. Railway Minister to consider conversion of metre railway lines between Vellore and Tiruvannamali and between Villupuram and Tirupati into broad gauge railway lines. There are lakhs of people travelling from Madras to Madurai and Tirunelveli and also the same number of people coming to Madras. I would request the Government that the present metre-gauge railway lines between Madras and Madurai and Tirunelveli may be sidered for conversion into broad gauge distance of about 650 Kms. In Tamil Nadu, about 75% of the rail track is under metre gauge system.

Sir, at present, in the Vaigai Express and Pallavan Express trains, there is no A/C Chair Car. There has been a long standing demand for the provision of this facility in these two trains. These trains run through 10 districts of Tamil Nadu. The hon. Railway Minister may please consider this point. Now, the Tamil Nadu Express is running thrice a week. This is a very important train running through many States and connecting Southern and Northern part of the country. I would request the hon. Minister to consider running this train daily.

Sir, from Bangalore to Pondicherry a new railway line may be constructed touching Dharmapuri which is the constituency of the hon. Deputy-Speaker, South Arcot District and North Arcot District so that

Pondicherry and Karnataka are connected by rail via Tamil Nadu. Between Jalarpet and Bangalore, the track should be electrified. The Jalarpet Railway junction is in a very dilapidated condition and it requires a lot of repairs.

Sir, in the end, I request the young and dynamic Railway Minister, Shri Madhavrao Scindia, kindly to consider my requests and do justice to the people of Tamil Nadu. I also thank you Mr. Duprey-Speaker, Sir, for giving me this opportunity of speaking on this subject.

**SHRI ZAINUL BASHER (Ghazipur) :**  
Mr. Deputy Speaker Sir, at the closing stage of discussion on the Supplementary Demand for Grants of the Railway Ministry, first of all, I would like to congratulate the hon. Railway Minister for assuming independent charge of an important and large department like the Railways. This is for the first time that a Minister of State has been entrusted with independent charge of the Railways. Had Shri Scindia not been an able, efficient and hard working person, the Prime Minister would never have reposed such a confidence in him. Do not think that I am here for flattery. But it is true that it is only because of his ability and efficiency that such a big responsibility has been entrusted to him.

My relations with Shri Scindia are not very intimate but it is a fact that working of Railways has significantly improved ever since he took charge of the Railway Ministry. There has been an increase in freight carriage, and punctuality in the running of trains has also improved vastly. At the same time the corruption in Railways has also been brought down significantly. Whenever any complaint about corruption is made, he takes an immediate action. It is by no means a small achievement that all officers and employees of the Railways fear his authority. But it has been a misfortune for every Railway Minister that whenever they presented the Budget in the House, they had to face all sorts of criticism from one and all. The Railway Minister is

asked why a particular project initiated or promised could not be completed or why a particular train did not stop on a particular station. Even if the Railway Minister achieves very good results but he has to encounter such criticism at the time of presentation of the budget. This is his fate. If a factual view is taken, the hon. Railway Minister cannot be held responsible for it. I know that many railway projects and construction works of railway bridges must have been started five to ten years back but it is in no way justifiable to blame the Railway Minister for it. It is also not possible to accomplish every thing within two years or to make improvements in every field.

Mr. Deputy Speaker Sir, the only thing that I want to say through you, is that why the Planning Commission has been ignoring the feelings of the Parliament for the last some years. Every year, we have discussion in the Parliament on the Railways and during the discussion every hon. Member demands that Planning Commission should allocate more funds to the Railways. How the Railways can function properly until more funds are provided? Why the people in Yojana Baawan do not understand the feelings of the Parliament? I feel sorry and so does this House because all the Members of this august House as well as those of the Rajya Sabha have been asking the Planning Commission for the last many years in succession to allocate more funds for the railway projects but they do not do so. Why is it so? The second thing which I want to say, has been said earlier also and I would again ask why the Railways are not exempted from its contribution to the Central Fund for some years? Why the railway dividend, which goes to the Central Fund, is not given to the Railways for some years so as to complete the projects?

Sir, everyone knows that the Railways are vital for the economy, defence, development, agriculture and industries. This being so, why the Planning Commission overlooks this fact and allocates less money to the Railways. I would like to request the Hon. Prime Minister through you to use his good offices to get maximum

[Shri Zainul Basher]

allocation for the Railways from the Planning Commission. The Finance Minister should also consider exempting the Railways from its contribution to the Central Fund for some years.

Sir, I know that the time at my disposal is very limited but it is obvious that I would like to say a few things about my own constituency also in this short time. I have to make only one demand as regards my constituency. The metre-gauge line between Banaras and Chapra cannot be converted until the Planning Commission allocates funds. So I would suggest that the Magadh Express running between Delhi and Patna can become an important train to link our district with Delhi if it is given a stoppage at Dildar Nagar Junction. As at present that train stops at Buxar between Patna and Mugalsarai whereas Buxar is not even a district headquarter. Therefore, I request that the train should stop at Dildar Nagar Junction which is also a district headquarter.

Mr. Chairman, Sir, one more demand I would like to make which does not relate to my constituency alone but to the entire Eastern Uttar Pradesh. This demand is also to the benefit of several hon. Members who have already spoken. The demand is that a new train should be introduced from Varanasi to Delhi which should start at evening from Varanasi and reach Delhi by morning and Vice-versa. Sir when a new train can be introduced from Allahabad to Delhi, why it can not be introduced from Varanasi when there are so many trains to Delhi passing through Allahabad? Therefore, I request you to start a new fast train from Varanasi to Delhi. The Kashi-Vishwanath Express, which runs via Lucknow, takes a very long time. Therefore, I hope that the hon. Railway Minister will definitely introduce a new train from Varanasi to Delhi which should cover the journey over night.

[English]

MR. DEPUTY-SPEAKER : Earlier it was announced that the hon. Minister would reply at 5 p.m. There are still many

Members who want to participate in this debate. In view of that, we can allow the Members to speak upto 6 p.m. The hon. Minister can reply on Monday. I think, the House agrees to that.

AN HON. MEMBER : You can extend the sitting of the House today beyond 6 p.m.

MR. DEPUTY-SPEAKER : The Minister has to go.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI SHEILA DIKSHIT) : Keeping in view the desire of the hon. Members to participate in this discussion, we can extend the time for this debate upto 6 p.m. The hon. Minister for Railways has to go; he cannot sit beyond 6 p.m. He has to go out of station.

SHRI AMAL DATTA : That can be postponed.

SHRIMATI SHEILA DIKSHIT : Let me complete. We would try to accommodate every Member today provided the Members also cooperate. I am also willing to give you some time on Monday. Beyond that I cannot do anything. Four hours were allotted for this and we would have spent more than four hours on this upto 6 p.m.

MR. DEPUTY-SPEAKER : The Members may speak upto 6 p.m. today. The hon. Minister will reply on Monday.

SHRI R.S. MANE (Ichalkaranji) : While supporting the demands of the Railway Ministry, at the outset I must say that in the history of Indian Parliament, there is no other Minister except this young hon. Minister Madhavraoji Scindia, who has been praised by every member of the House. Some hon. member has stated that he is dynamic, enthusiastic and energetic. He has got an able and wise head on his small shoulders.



Sir, as you know, there is not other alternative but to increase the freight charges of goods and parcels of the Railways. As all the hon. members have praised him, in the bargain, I would suggest that he should at least try to minimise the financial burden on the Indian people by 5 per cent. Instead of 15 per cent, he should raise the prices by 10 per cent only and prove his ability. This is my challenge to him.

All the other hon. members have given some suggestions regarding their constituencies and I am also no exception to it. My suggestions are very few. As I come from a princely State Kolhapur and as the *Kula Devata* of Shri Madhavrao Scindia lies in my constituency in the Kolhapur district, I would request him that a new and modern building for the railway station at Kolhapur is an absolute necessity. Secondly, there is a long standing demand of the people of Western Maharashtra that the railway track from Kolhapur-Miraj to Bombay VT should be included in the Central Railway and not in the South Central Railway. This demand has got a lot of justification. But the Railway Administration is not allowing this for the last 10 to 12 years. We are persistently demanding that this track should be included in the Central Railway just for the sake of union and labourers' welfare, just for the sake of the development of industries and just to give justice to railway passengers of that area. But nothing is finally heard so far and whatever is heard is in the negative till now. I request the hon. Minister to apply his mind practically to this issue. Instead of going through the notes of the bureaucrats, he should apply his mind personally and see the files and papers and he should see to it that this track is included in the Central Railway in the best interest of the Railway Administration as well as railway passengers.

Thirdly, I would request the hon. Minister to extend the Jhelum Express and Koyna Express from Pune to Kolhapur. I also request in the Miraj-Kolhapur Railway Line, there should be improvements and better facilities in the railway stations, railway accommodation, extension of platforms and sales godowns and so on.

Now I would like to congratulate the hon. Minister for introducing the Railway Financial Corporation.

Lastly, I would request the hon. Minister that he should apply his mind on whatever few suggestions that I have made and do the needful in the matter.

SHRI BALWANT SINGH RAMOO-WALIA (Sangrur) : Mr. Deputy Speaker, Sir, I will not take much time of the House. I want to stress upon only two or three points.

Firstly, all of a sudden, all the trains that are going to Punjab were cancelled. Great concern was expressed by Members of almost all the Opposition Parties. My points, here is that Government of India must come out with true facts as to why these trains have been cancelled, and why in such a large number. Due to hiding of facts, the rumours are rife, rumours are hot from Delhi to Wagha Border that this thing has happened. This can be the reason. Due to the cancellation of trains, the Share Market and even in the general life there seems a lot of panic.

Sir, all those trains which are going to Punjab were cancelled. People are suffering. They are facing difficulties. People who have gone to the Railway Station, all of a sudden, they were told, the trains were not coming neither from Punjab nor to Punjab. So this is my point. The Government must tell the public, if it is not against the interests of the nation, as to why, the trains are being cancelled.

Secondly, Punjab contributes, 65 per cent foodgrains to the Central Foodgrains Pool. At present, foodgrains purchased by State agencies for Central Foodgrains Pool on behalf of FCI is rotting open for the last 2-3 years. It is piling up every year. Luckily, even this year the growth of paddy is, the best, throughout Punjab compared with the rest of India. It was due to natural calamities that paddy was destroyed in many parts of the country and now paddy is being purchased by Punjab

[Shri Balwant Singh Ramoowalia]

State Agencies on behalf of FCI. It is rotting in the open. Even yesterday, it was told to me by the Chief Minister that foodgrains worth Rs. 900 crores is rotting in Punjab. My point is when we approached the FCI, everybody here had lot of complaints against them. FCI had become the den of corruption. Now, I will tell you that Rs. 900 crores worth of foodgrains is rotting in Punjab. We are being punished for producing and planting these things. Now, the State agencies purchase these things, but the Railways are not lifting it . . . FCI says, we are prepared to lift, but there is shortage of wagons and the Railways are not cooperating. So, I would request the dynamic Railway Minister to kindly check up and provide maximum number of wagons for lifting the purchased foodgrains which is lying in Punjab so that at least, this thing can be improved. The hon. Minister should also clear his position regarding this, so that we may be able to know where the blame is to be put and at what level and whether FCI is in the wrong or the Railways.

Thirdly, I request that double tracking is almost being completed from Delhi to Jalandhar. But, it must be completed from Jalandhar to Jammu so that, the tourist industry can flourish and get boosted.

Sir, I would also request that at least one day train must be added from Jalandhar to Jammu.

My friend Shri G.L. Dogra also requested me to press upon this point,

So with these few words, I stand to my commitment and I finish my speech within 3.4 minutes.

[Translation]

SHRI SHANTI DHARIWAL (Kota) : Mr. Deputy Speaker, Sir, I rise to support the Supplementary Demands for Grants and congratulate the young Railway Minister for

the progress achieved by the Railways under his able leadership, whether it is in the field of freight carriage or in the improvement in the speed of the trains. I also support the proposed increase of 15 per cent in freight rates to meet the additional burden on the Railways as a result of the recommendation of the Pay Commission and productivity bonus. Besides, I thank him for not increasing the passenger fare.

Several Members, who participated in the debate, have pointed out that the Planning Commission does not allocate adequate funds to the Railways for its developmental work, such as, introduction of new trains and laying of new tracks. I also strongly demand from the hon. Prime Minister, through you, to make an arrangement to provide more and more funds to the Railways because all Members who participated in the discussion have demanded new trains from one place or the other. Their demands are not fulfilled. At various places, foundation stones have been laid but the work is yet to start.

A new railway line is being laid from Kota which is my Constituency to Chittorgarh but now its work has been held up for want of rails although initially it was taken up speedily. I wrote a letter to the hon. Minister that since he was laying new railway lines throughout Madhya Pradesh, he should be kind to Rajasthan also .. (Interruption.) enough railway lines have been laid in Madhya Pradesh by now. All the platforms have been improved.... (Interruptions) Kota and Gwalior are adjoining areas. Therefore, I request you to take care of Kota-Chittorgarh railway line also. Take care of your neighbour also. If you keep your neighbouring area developed, that would provide you strength. I request you to restart the construction work of Kota-Chittorgarh railway line which has been held up for want of rails.

Secondly, there is a town named Baran in my area. (Interruptions).....Are you saying that this is 20 per cent of the Budget ?

SHRI MADHAVRAO SCINDIA : I am saying about budget.

SHRI SHANTI DHARIWAL : I am saying that the work was in full swing but was held up for want of rails.  
(Interruptions)

[English]

SHRI MADHAVRAO SCINDIA : They are having some problems with the supply of rails.

[Translation]

SHRI SHANTI DHARIWAL : Secondly, Baran is a town located between Gwalior and Kota with a population of 55,000.

SHRI MADHAVRAO SCINDIA : I request the hon. Member that while making complaint, he should also mention the fact that 20 per cent of the total Budget has been allocated for that railway line.

SHRI SHANTI DHARIWAL : For this, I shall thank you twenty times.

I have a one sentence complaint. The work has been held up and it should be taken up speedily....(Interruptions)..... You allow me to speak lest I should deviate from the point.

I want to say that Baran is a big town with a population of 55 to 60 thousand. There is one Shivpur village in Morena district which connects it with the adjoining area. If you could connect this Shivpur village with Baran town even with metre gauge line, it would be very beneficial to lakhs of people....(Interruptions) the bridges have to be constructed.

Besides, I would like to say that Kota is an industrial city and people from different States of the country are working there. It has a population of more than five lakhs. Two trains in which the poor and middle class people used to travel have

been cancelled there. One of them is 19 Down and 20 Up and the second train is Janata Express. The other cancelled trains such as Frontier, Jammu Tawi, Deluxe etc. are the trains for the rich people. I would like to say that now the poor people will not be in a position to travel. If any one wants to come to Delhi from Kota, the ticket is issued upto Meerut and not upto Delhi. In Jammu Tawi, the ticket is issued upto Ambala. How then the people will come to Kota? If you want to cancel any train at all, you may cancel Deluxe, Frontier, Jammu Tawi or Sarvodaya but you must restore Dehradun Express because it has very good timings. About 80 per cent passengers of Kota and nearby areas, travel by this train because of its suitable timings. Therefore you should make arrangement to restore this train.

The traffic has also increased considerably. Five bogies are attached to Dehradun Express at Indore. Why don't you introduce a new train from Kota by attaching some more bogies? If you want to show it is Madhya Pradesh quota, you may start it from Ratlam because thousands of passengers have to return from Kota station disappointed. The reserved seats are forcibly occupied by other passengers and the railway officials do not object to it. The incidents of quarrelling frequently occur, which creates a law and order problem.

(Interruptions)

Allow me one minute more.  
(Interruptions)

[English]

MR. DEPUTY SPEAKER : Now you please conclude, I am going to call Shri Virdhi Chander Jain.

(Interruptions)

MR. DEPUTY SPEAKER : Please sit down. Nothing will go on record. Mr. Jain.

(Interruptions)\*\*

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\*\*Not recorded.

**[Translation]**

**SHRI VIRDHI CHANDER JAIN (Barmer):** Mr. Deputy Speaker, Sir, I welcome the Supplementary Demands for Grants relating to the Railways. Since the Government had to pay more to its employees by way of dearness allowance as a result of increase in prices, the hike in the freight rates would throw fresh burden on the people because it would lead to further increase in prices. I would like to request the hon. Minister that he should ensure that there is no increase in the passenger fares in the coming Railway Budget, otherwise, it would adversely affect the poor people. You have increased the freight rates and now you are thinking of increasing the fares. My submission is that it will hit the poor people.

Secondly, we had constituted a Reforms Committee which has also submitted its recommendations. They have recommended creation of two railway zones. A large area of our metre gauge is covered in it. If a North Western Zone is created as recommended by the Committee, it would immensely benefit the people of Rajasthan, in general and those belonging to our area in particular. I therefore request that you should consider this proposition.

It is the policy of the Government to give priority to construction of railway lines in the backward areas. My own area—Barmer and Jaisalmer—is one of the most backward areas in the country, it being a desert area. My own constituency is as large as the entire Punjab State, but even then no railway line has been laid there. Your predecessor, Shri Bansi Lal had announced that no new railway line will be laid. It has made our future dark because without the Railways there will not be any development. It is my submission that a railway line may be constructed from Pathankot to Kandla. Work on Bikaner Section is already in progress. If a railway line is laid from Bikaner to Jaisalmer via Kolaya and Phalodi—a distance of 101 kms.—Jaisalmer will have a direct connection to Delhi. Jaisalmer is a major

tourist attraction and if this railway line is laid, it would further enhance its importance. Jaisalmer is important for another reason also. Indira Gandhi Canal has reached there. There are possibilities of striking gas and petrol reserves in Jaisalmer district. Since gas has already been struck, it is necessary to consider this project.

Another thing of which I want to make a mention here is that there is heavy overcrowding in train No. 265/266 which runs between Jodhpur and Ahmedabad via Bhildi. This is the only train for the passengers of Barmer and Jaisalmer districts and it is linked on the way to Bhuj express from Bhildi. It causes a lot of inconvenience to the passengers. You make this train an independent train because we have a large number of passengers and it would enable them to reach Ahmedabad in time.

One thing more. There are Gazetted officers who travel by First Class. Along with them, station Masters and Tehsildars have also been allowed to travel by the same class. It creates a lot of rush in the First Class. We have agreed in principle to do away with First Class, Second class and Third class. It is, therefore, necessary to have an inter-class so that these Tehsildars, Station Masters and other officers of the Railways who travel by the First class can avail of this class and the difficulty of over-crowding is removed.

**THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA):** You have drawn the line.

**SHRI VIRDHI CHANDER JAIN:** A First class bogie from Jaipur to Delhi is attached to Delhi-Ahmedabad 201 Up. Its airconditioning does not work properly and the bogie also bumps. I have been constantly raising this matter in the House for the last six years, but in vain.

**SHRI AJAY MUSHRAN:** You change your constituency.

**SHRI VIRDHI CHANDER JAIN :** How does the changing of constituency matter? It has nothing to do with my constituency. It is an old and worn out bogie. Who would like to travel by it in such a situation? That is why I would like to urge the hon. Minister to replace it. Munwa-Khokarpar railway line which connects us with Pakistan, should be expeditiously restored. The Members of the Railway Board have already visited the area and I would like to ask as to when the inauguration will taken place and when the service would start? Please throw some light on it also.

With these words Sir, I support these Demands and thank you for giving me an opportunity to speak.

[English]

**SHRI M. RAGHUMA REDDY** (Nalgonda) : Mr. Deputy-Speaaker, Sir, I rise to oppose the Supplementary Demands, the way in which the hon. Minister has introduced them. Fifteen per cent rise in the freight rates is proposed the total amount required for this is Rs. 320 crores and unfortunately this has been taken up to fulfil the gap due to the PRC report, and athers. Everybody knows that the PRC report is there, that pension is there, and that T.A. D.A. enhancement is there. But, without saying that it is because of the PRC report, or claiming that it is due to payment of pension and other things, the railway freight charges have been incresed. What do the outside people think? For the sake of enhancement of dues to the employees, they are charging more, that is what it is. To whom it will burdan? It is going to burden the poor people. What will the poor people think of the Railway Ministry? Everybody knows and you also know that there is a Pay Commission report pending. You should have included it in the regular Railway Budget itself. Why have you brought it into the Supplementary Demands? In future, please avoid this.

Coming to my constituency as well as my State problems, there is a long pending

demand for the construction of a circular railway line around Hyderabad city. Whenever we represent about it, you pay a deaf ear to it. I request you to take it up as soon as possible.

Another area is conversion of metre-gauge line from Macharla to Guntur into broad-gauge. You are giving very meagre amount for this line. You have to increase the amount sufficiently so that this line is completed well in time.

There is another line from Tirupathi to Khatpadi which has to be surveyed. I request you to include it in the Seventh Plan.

There are two lines Nizamapatnam to Nedadabrolu and Macharla to Raichur which require to be taken up immediately for construction as survey of these lines has already been done.

There is an urgent need of construction of a road under-bridge in Ajinagar near Vijayawada. I request you to include that in the 1987-88 budget as you have already promised to take it up.

In my district, there are many cement factories. They are prepared to deposit with the new Railway Finance Corporation which you are going to set up, certain amount if you are prepared to take up the line from Jaggaiahpet to Vishnupuri which connects the main line of Bibinagar-Nadikuda. I request you to consider their request and construct this line.

I have represented to you about two or three things pertaining to my constituency. One is stoppage of Narsapur Express at Bibinagar and of Dakshin Express at Bhongir. I have been representing about it for the last two years. I have personally met you and the former Railway Minister, Shri Bansi Lal. But no action has been taken uptill now. Please do something and Please look into it and do something.

[Shri M. Raghuma Reddy]

I have also represented for the construction of level crossing gates at Pedakandukuru and Kondamadugu. But that has not been considered. You have promised that they will be taken up whenever funds are available. Whenever I represented about these, the same old reply is repeated. I request you to consider this. Construction of the old line between Kakinada and Kotpalli has been lying pending for the last many years. That also requires to be taken up immediately.

I know that all these things require huge amount. But you have got less than 7 per cent of the total budget. Previously, from 1952 to 1960, the allocations for railways were 15 per cent. This has been reduced to 7 per cent. You have to approach the Planning Commission for the allocation of more funds for your Department. And then only you can take up all these things. You must take us into confidence on this. Every Member is interested for more allocations for your Department. We support your demand for increased allocation. We request the Planning Commission through the Deputy-Speaker, to enhance the budget allocations for the Railways.

I am yet to see that day when the A.P. Express reaches Delhi on time. Yesterday, I was held up at Amla for 14 hours because there was some derailment and it is a single line track. This line from Delhi to Madras is the longest line which connects south to north. This line requires to be doubled and then only this problem will be solved.

[Translation]

SHRI JAGANNATH CHOUDHARY (Ballia): Mr. Deputy Speaker, Sir, I am highly obliged to you for giving me an opportunity to speak and to give suggestions on the Supplementary Demands for Grants of Railways.

Sir, I belong to Ballia district which is in the far east of Uttar Pradesh. I am

sorry to say that neither the Central Government nor the State Government is paying any attention to that area because it is in the far east of the State, on the Bihar border. The people of this district have actively participated in the Quit India Movement in 1942 and also in the freedom struggle. I regret to say that even after 40 years of Independence, the condition of Ballia district continues to be the same. It has not made progress in any respect.

The main reason for this tardy progress has been the absence of a broad gauge line. That is why the big industrialists and the Government could not set up any industry in the area. As a result of this, the youth and workers have to migrate to Punjab and other States in search of livelihood and they have to face innumerable difficulties on that account. Under these circumstances, I urge the hon. Minister to make efforts for the conversion of Indara-Ballia narrow gauge line into broad gauge one. The work on Varanasi-Bhatni broad gauge line is in progress. Firstly, I would like the Government to accelerate the pace of work on this project and secondly I would request that the narrow gauge line between Indara junction—which lies between Varanasi and Bhatni—and Ballia be converted into broad gauge line. The distance between these two points is 60 kms. If this line is constructed it would enable industrialists to set up factories there which in turn would provide employment to educated youth and workers of the area. I have been constantly requesting the hon. Prime Minister and the hon. Railway Minister for it and I hope that they would certainly agree to it. I would request the hon. Minister to make necessary provision in the next Railway Budget for Indara-Ballia broad gauge line.

Sir, our former Railway Minister, Shri-mati Mohsina Kidwai paid a visit to Ballia some months back. The people of the area had made an impassioned appeal to her for the construction of an over-bridge on the level crossing in Ballia. When the people from rural areas have to go to the courts or hospital in Ballia, they have to face a lot of inconvenience because this level crossing remains closed for hours

together. There have been so many instances, when a serious patient going in a taxi or any other vehicle had to wait at this level crossing for a long time and died at the gate itself, because this level crossing was closed. There has been a long standing demand for the construction of this over-bridge. I, therefore, urge the Government to take it up on priority basis.

Hon. Shri Scindia has sent a letter to the Chief Minister of U.P. to seek his approval in this regard. A copy of that letter has also been marked to me. I would like the hon. Minister to impress upon the hon. Chief Minister to grant the approval immediately and lay the foundation stone of the over-bridge. The people of Ballia district would be highly obliged for this gesture. The hon. Railway Minister has been kind to provide reservation facilities at Ballia because earlier the people had to go to Buxar to get a reservation ticket. Now the only problem is that even though we get the reservation at Ballia we have to catch the train at Buxar which is on broad gauge line. This causes great inconvenience to the passengers because there is no bus connection to that place. I would like the Railways to run special buses between Ballia and Buxar for the convenience of the railway passengers. With these words, I express deep gratitude to the hon. Minister and support the Demands for Grants. He is a young, able and dedicated Minister who has shouldered such a high responsibility and I am sure that he would certainly accept my demands and try to implement them expeditiously.

#### SHRI MOOL CHAND DAGA (Pali) :

Mr. Deputy Speaker, Sir, I am all praise for hon. Shri Scindia and fully agree with other hon. Members who have showered similar praises on him. But, at the same time, I would like to ask him whether there is any reserve fund in the Railways even today? There should have been some reserve fund which could have provided the required Rs. 600 crores that the Indian Railways the biggest Public Sector Undertaking in Asia—need today. In the absence of such a fund, the prices will go up and there will be an all round

inflation. This is indeed sad. I would like to ask hon. Shri Scindia as to why there is no reserve fund even though Railways are an age old undertaking. I feel that such institutions must have a reserve fund. I would like to submit that the expenditure on the Railway employees by way of salaries, bonus, DA, pension and now as a result of the implementation of Pay Commission's recommendations, has risen by 75 per cent over the last five years. I do not want to go into details as the time at my disposal is short. Could they not anticipate this? It could have been done by the Railway Board which comprises able men and experts in this field. But this was not done and that is why the hon. Minister had to present Supplementary Demands for Grants in the House. None of the hon. Members have said that they should have seriously thought about it. Our social obligation has increased by 19 per cent. If the hon. Minister could listen to us, it would be so kind of him and if Shrilaji could stop talking to him we would be obliged because the time is short and I want to draw his attention to a few important points. The hon. Minister has said that Rs. 800 crores are spent on suburban areas. So far as uneconomic routes are concerned, Government does not pay much attention to them, thereby incurring huge losses. The Railways being a public undertaking, the uneconomic lines continue to operate. Similarly, there is surplus staff in Government offices, but we cannot say that it is so. That is why the railway expenditure has been continuously increasing, adding further to price rise and hence dearness allowance. Someday, another demand to increase the House Rent Allowance will come up. I would suggest that you break this vicious circle.

Mr. Deputy Speaker, Sir, I would like to ask the hon. Minister, through you, whether he has ever paid attention to the metre gauge lines. He should do it immediately because the condition of metre gauge lines in the country is deplorable. Whereas serious attention is being paid to the development of broad gauge lines and to their modernisation and also to computerisation in the Railways, the condition of metre gauge lines continues to be bad.

[Shri Mool Chand Daga]

Old and obsolete coaches, including the ones which are unserviceable, are run on these lines. The coach by which Shri Virbhi Chander Jain travels bumps only, but there are many coaches which are without doors. This needs to be looked into.

I would like to draw the attention of the hon. Minister to a matter which relates to those areas of Rajasthan which are predominantly inhabited by the Scheduled Tribes. We had requested to stop the Ranakpur Express at Nana for two minutes, but it was not accepted. This would not only help the workers coming from Bihar to alight there but also the tribals of the area. . . . (Interruptions) We approach the hon. Minister because he comes from Madhya Pradesh and can get things done. (Interruption)

18.00 hrs.

I would like to submit that even today the Railways are not paying any attention to metre gauge lines. Almost all the coaches on these tracks are old and obsolete. I would suggest that a metre-gauge Zone should be created in the country. The population of Pali town is 1.50 lakhs and, therefore, Pali Railway station should be made a model railway station. This is my humble request. Besides, the metre gauge lines should be surveyed and the needful done in this regard. With these words, I conclude.

[English]

SHRI AMAL DATTA (Diamond Harbour): Mr. Deputy-Speaker, Sir, I must thank you for giving me an opportunity to make a supplementary speech on behalf of my party to oppose the Supplementary Demands.

Sir, I think the Railways take great pride in saying all the time that they are giving a great service to the nation in moving the coal which is required to be

moved mainly for these power stations and other big industries like steel plants and all that. You will be surprised to note that the Railways were asked in 1985-86 to move 124 million tonnes of coal by the Planning Commission, but the Railways did not agree to move that much of coal, they only agreed to move 110 million out of 124 million tonnes which they were requested to move and this is out of an estimated production of 163 million tonnes.

So, the Railways in fact are moving only a small quantity, not the entire coal but only about 70 per cent of the coal which this country is producing. Another 30 per cent is left to be moved by the road transport. And this is where the Railways' failure becomes very prominent because coal is a bulk commodity which cannot be moved economically by road transport beyond 300 kilometres. But if you see standing on the Grand Trunk Road, you will find thousands of coal trucks plying every day bringing coal from Dhanbad or Raniganj area to Punjab, Haryana, Delhi and all these places. This is one of the greatest

failures which anybody can observe just by standing in the street and observing how many truckloads of coal are carrying coal over long distances. The Railways' failure is not only in not being able to carry coal, but also in taking out good quality coal and then delivering bad quality coal to the thermal power stations thereby making the entire nation suffer by damaging the power stations. And how it happens? It happens because they take such a long time in their shunting and shuttling operations, in their way they will make the interchanges, even then in the road sidings and all that the wagons lie there for days in and out. In the mean time either the coal is pilfered or the coal is changed. Whatever happens they never keep any track of the coal wagons themselves. They do not label them properly, they do not care to weigh them at the origin, they do not weigh them at all in the destination so that the consignees suffer not only because of delayed delivery of coal, not only because of non-delivery of coal, but also because of delivery of bad quality coal and that is why the power situation in this country is largely because of the Railways not carrying out their duties to carry the correct quantity and



quality of coal to the power stations and the whole nation is suffering because of that.

Another thing for which the Railways are suffering is—it is of course the national policy, but the Railways should take the initiative in abolishing this harmful policy of freight equalisation so far as coal is concerned. This has to be phased out, as recommended by one of the Committees—I think it is the Mondal Committee—but it has not yet been done and it is for the Railways to see that they do not stand to loss because of this freight equalisation policy. It should be put an end to and Railways must take the initiative.

Then, what has the Railways done to increase its revenue by getting hold of the general merchandise, most of which freight has gone to the road because of the fact the Railways do not provide the type of tailor-made service which is required to get that kind of traffic, which is high freight earning traffic? They have done nothing so far. We know even the container service which they have instituted is not attractive because of lack of proper services. And the main bane of the Railways—whether it is track or rolling stock or wagons or whatever it is—is the lack of maintenance. The lack of maintenance comes because of the fact that the workers are not skilled to do. You just put anybody on the job without giving them proper training. The workers do not have proper tools for maintenance even. There is no proper supervision. There is no management and as a result of the wagons, the coaches, the locomotives which should be running without trouble for years together do not last in our country beyond a very limited number of years. Even after two years, after a major overhaul, you will find the wagons are almost on the point of break-down and they are, in fact, breaking down. That is why, there is so much delay either in the passengers trains or goods trains, thereby blocking up the track.

The other thing is the passenger traffic. Of course, this is not the main revenue

earning for the Railways. But it is a social obligation. How do they discharge their obligation? Nowhere else in the world; the people travel in the condition as they do in India. I think, the Minister will appreciate it. He is a widely travelled man; he knows how people travel in other countries and how people have just to face the problem of over-crowding in this country. Even in the long-distance trains they have to travel for 36 hours like that. Every day, I hear the tales of woe from persons who have to travel in the long distance trains. There is no toilet functioning. There is no fan; there is no light; nothing. What is all this? Is it because of lack of money or lack of supervision? There is no supervision in the Railways at all today.

Then, some confusion has been created so far as new lines in our State are concerned because of the recent visit of the Prime Minister to our State. Some lines which have been originally thought of we thought they had been sanctioned by the Railways, but then they became practically dead. They have been revived. I would like to know from the Railway Minister what has happened to the Budge—Budge—Namkhana line. I have seen in the newspaper that the Prime Minister has said that it is going to be implemented. And then again, it is said, "No, no, this is not that line; it is some other line which is to be taken up, i.e. Lakhikantapur to Namkhana. I would try to impress upon the Minister that this Budge—Budge—Namkhana line was sanctioned by the Railways. This was put up before the Planning Commission. But it was taken back from the Planning Commission on the plea that Railways wanted to examine it more thoroughly. Instead of resubmitting the particular proposal, another proposal in another part of our State, which happen to be in the constituency of the previous Railway Minister was submitted to the Planning Commission, and got approved and the work started on that. I am referring to the line connecting Maldra to Balurghat. I am told that the line was got sanctioned by the previous Railway Minister and the work started. But now I am told that the work on that line was stopped. Now, the Budge-Budge-Namkhana line which was

[Shri Amal Datta]

sanctioned long time ago is now becoming all the more necessary because of the fact that new industrial complex is coming up in the Falta Free Trade Zone to which this would link both Budge-Budge and Namkhana. It would have created an industrial belt along the railway line route from Budge-Budge to Namkhana. Whereas what I hear is the other alternative route is going to be taken up, Lekhikantapur to Namkhana, there is no industrialisation as that part of the same district does not happen to be at all industrialised. So, we wanted this industry from Budge-Budge to spread along this railway line up to Namkhana and this line should be taken up. If that line comes up, it would create an industrial belt. So, please examine this in detail so that it will really give a boost to the backward part of that district

and State, and not just something at the moment which looks more attractive because a new line can be given at a lesser cost. Ultimately that line will be dear in the long run. Therefore, this line Budge-Budge-Namkhana should be examined and taken up to boost the industrial development.

MR. DEPUTY-SPEAKER : The House stands adjourned to re-assemble tomorrow at 11.00 A.M.

18.09 hrs.

*The Lok Sabha then adjourned till  
Eleven of the Clock on Friday,  
November 14, 1986/Kartika  
23, 1908 (Saka)*